

COUNTY OF SAN LUIS OBISPO

THE LAND USE AND CIRCULATION ELEMENTS
OF THE SAN LUIS OBISPO COUNTY GENERAL PLAN

SOUTH COUNTY - INLAND

Table of Contents

ADOPTED BY
THE SAN LUIS OBISPO COUNTY BOARD OF SUPERVISORS
SEPTEMBER 22, 1980 - RESOLUTION 80-350
UPDATED
MARCH 15, 1994 - RESOLUTION 94-126

Revised June 23, 2006

COUNTY OF SAN LUIS OBISPO

Board of Supervisors

Harry L. Ovitt, District 1
Shirley Bianchi, District 2
Jerry Lenthall, District 3
K.H. “Katcho” Achadjian, District 4
James R. Patterson, District 5

Planning Commission

Bob Roos, District 1
Bruce Gibson, District 2
Penny Rappa, District 3
Eugene Mehlschau, District 4
Sarah Christie, District 5

Department of Planning and Building

Victor Holanda, AICP, Director
Pat Beck, Assistant Director
Warren Hoag, AICP, Division Manager
Kami Griffin, Supervising Planner
Jennifer Jimenez, Administrative Assistant
John Kelly, Supervisor Mapping & Graphics

TABLE OF CONTENTS

<i>Chapter</i>	<i>Page</i>
1. INTRODUCTION	1-1
2. POPULATION AND ECONOMY	2-1
3. PUBLIC FACILITIES AND SERVICES	3-1
A. Goals for Public Facilities and Services	3-1
B. Relationship to Planning Policies and Programs	3-2
C. Service Providers in the Planning Area	3-2
D. Monitoring the Availability of Resources	3-4
E. Status of Public Facilities, Services and Resources	3-4
F. Planning Area Service Programs	3-11
4. LAND USE	4-1
A. Areawide Land Use	4-1
B. Rural Area Land Use	4-6
C. Village Area Land Use	4-13
Black Lake Village	4-13
Callender-Garrett Village	4-13
Los Berros Village	4-15
Palo Mesa Village	4-16
Woodlands Village	4-17
D. Nipomo Urban Area Land Use	4-19
E. Planning Area Land Use Programs	4-32
5. CIRCULATION	5-1
A. Planning Area Issues and Objectives	5-1
B. Transportation System and Demand Management	5-2
C. Highways, Streets and Roads	5-3
D. Other Transportation Modes	5-14
E. Circulation Programs	5-19
6. COMBINING DESIGNATIONS & PROPOSED PUBLIC FACILITIES	6-1
A. Combining Designations	6-1
B. Proposed Public Facilities	6-3
C. Combining Designations and Proposed Public Facility Programs	6-4

Chapter

Page

A. APPENDIX

A.	Population Projections	A-2
B.	Build-out Capacity and Projections	A-4

MAPS

Table

Page

3-1	SCHEDULE FOR COMPLETING PUBLIC FACILITIES, SERVICES AND RESOURCES PROGRAMS	3-14
4-1	LAND USE CATEGORY ACREAGES	4-2
4-2	SELECTED PERMITTED NON-RESIDENTIAL USES	4-9
4-3	SCHEDULE FOR COMPLETING LAND USE PROGRAMS	4-36
5-1	SCHEDULE FOR COMPLETING CIRCULATION PROGRAMS	5-21
6-1	SCHEDULE FOR COMPLETING COMBINING DESIGNATION AND PUBLIC FACILITY PROGRAMS	6-6

Figure

Page

1-1	County Planning Areas	1-1
1-2	South County Planning Area	1-2
1-3	Rural Character	1-5
1-4	Rural Character - Community Identity	1-7
4-1	Rural Character Between Communities	4-4
4-2	Rural Edge to a Community	4-5
4-3	Specific Plan Area - Southland Street	4-8
4-4	Specific Plan Area - Cañada Ranch Property	4-10
4-5	Brushpoppers' Arena	4-12
4-6	Area in Which a Rural Village May Be Proposed	4-18
4-7	Conceptual Plan for Nipomo	4-20
4-8	Cul-de-Sac Pathway	4-23
4-9	Low Density Single Family Areas	4-24
4-10	Residential Multi-Family Areas in Nipomo	4-26
4-11	Multi-Family Concept at 20 Dwellings Per Acre	4-27
4-12	General Concepts for the Central Business District	4-29
4-13	Preferred Visitor-Serving Area	4-30
4-14	Downtown Design Concept	4-30
4-15	Typical Community Gateway Development	4-31
5-1	Selected Street Improvements	5-5
5-2	Multi-use Path	5-5
5-3	Network of Connected Streets	5-6
5-4	Street-oriented Commercial Development	5-6
5-5	Highway 101/Tefft Street Overcrossing	5-10
5-6	Multi-use Path	5-13
5-7	Class II Bike Lanes	5-17

COUNTY OF SAN LUIS OBISPO

Amended

April 27, 1981	Ord. 2063
September 13, 1982	Ord. 2106
December 13, 1982	Ord. 2112
May 24, 1982	Ord. 2096
April 18, 1983	Ord. 2122
August 22, 1983	Ord. 2133
December 12, 1983	Ord. 2157
August 28, 1984	Ord. 2190
December 18, 1984	Ord. 2206
April 23, 1985	Ord. 2215
December 17, 1985	Ord. 2239
May 6, 1986	Ord. 2257
September 2, 1986	Ord. 2270
December 16, 1986	Ord. 2289
April 28, 1987	Ord. 2304
December 15, 1987	Ord. 2331
April 25, 1989	Ord. 2399
April 16, 1991	Ord. 2498
May 27, 1993	Ord. 2614
March 15, 1994	Ord. 2662
October 8, 1996	Ord. 2776
December 10, 1996	Ord. 2786
May 27, 1997	Ord. 2800
April 28, 1998	Ord. 2830
December 15, 1998	Ord. 2847
April 27, 1999	Ord. 2865
November 5, 2001	Ord. 2983
May 23, 2006	Ord. 3092

CHAPTER 1: INTRODUCTION

San Luis Obispo County is divided into two major planning areas: (1) the coastal zone, established as a result of the California Coastal Act of 1976; and (2) the inland area. Each of these two large areas is further broken down into more manageable "planning areas." The South County planning area is one such inland area and is illustrated in Figure 1-1 below.

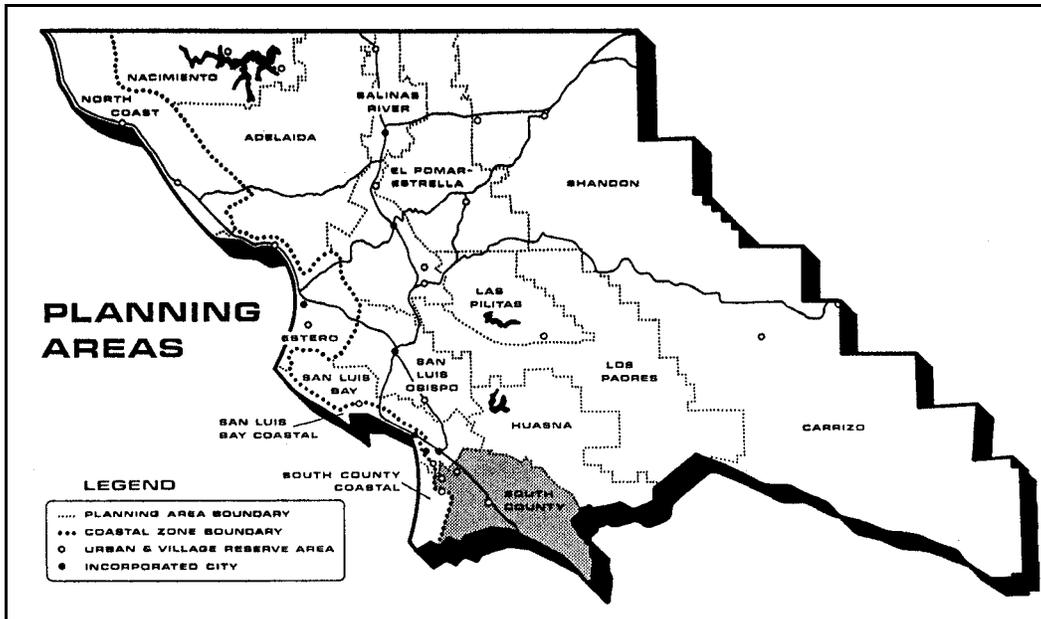


Figure 1-1: County Planning Areas

Inland South County planning area encompasses approximately 82,000 acres (128 square miles) in the rapidly growing southwestern portion of the county. The area extends to the urban boundaries of the Five Cities on the north, the coastal range on the east, the Santa Maria River to the south and the coastal zone boundary along Highway 1 and the Southern Pacific Railroad on the west.

Land uses within this large area are diverse, ranging from urban and suburban development in the older townsites, to rural residential and agricultural uses in the foothill and Nipomo Mesa areas, and the scenic and natural characteristics of the coastal ridges and Pismo Dunes. Included in this area plan are the Nipomo urban area, the three village areas of Palo Mesa, Los Berros and Callender-Garrett and the South County rural area. See Figure 1-2.

Countywide General Goals

Land use and circulation planning efforts in the inland area of the county are guided by 22 general goals which have been adopted by the Board of Supervisors and incorporated into Chapter 1 of Framework for Planning - Inland Area. As these general goals are the "foundation goals" for all area plans, they are repeated here for easy reference. These general goals are:

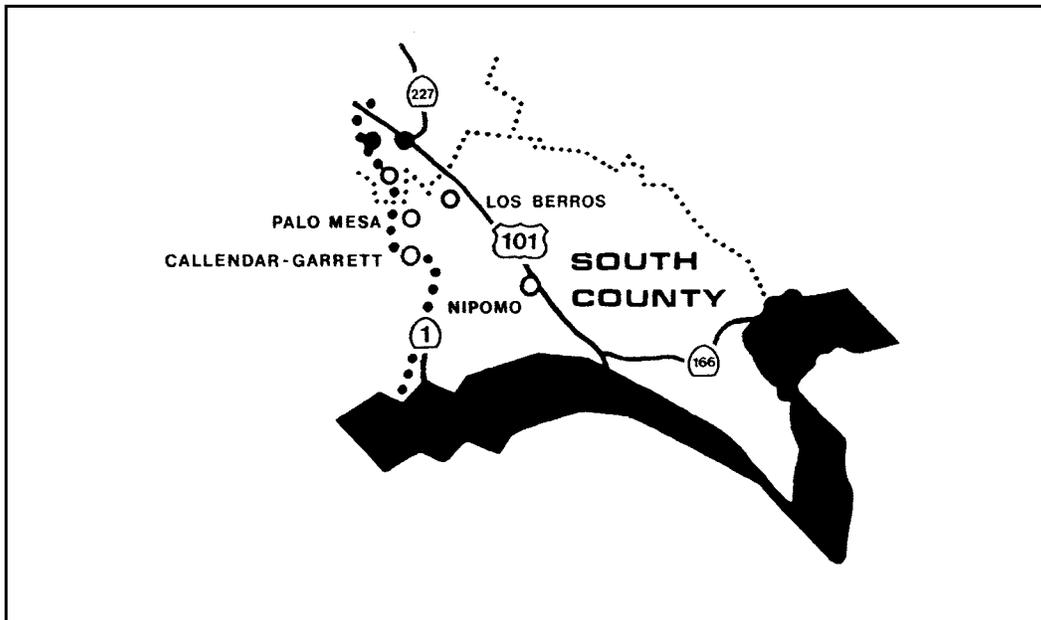


Figure 1-2: South County Planning Area

Environment

1. Maintain and protect a living environment that is safe, healthful and pleasant for all residents by conserving non-renewable resources and replenishing renewable resources.
2. Balance the capacity for growth allowed by the Land Use Element with the sustained availability of resources.

Air Quality

3. Preserve and protect the air quality of the county by seeking to attain and maintain state and federal ambient air quality standards.
4. Determine, and mitigate where feasible, the potential adverse air quality impacts of new development.
5. Minimize the generation of air pollutants from projected growth by implementing land use policies and programs that promote and encourage the use of transportation alternative to the single-passenger vehicle and minimize travel distance and trip generation.

Population Growth

6. Provide for a sustainable rate of orderly development within the planned capacities of resources and services and the county's and citizens' financial ability to provide them.

Distribution of Land Uses

7. Encourage an urban environment that is an orderly arrangement of building, structures and open space appropriate to the size and scale of development for each community.

8. Maintain a distinction between urban and rural development by providing for rural uses outside of urban and village areas which are predominately agriculture, low-intensity recreation, residential and open space uses, which will preserve and enhance the pattern of identifiable communities.
9. Identify important agricultural, natural and other rural areas between cities and communities, and work with landowners to maintain their rural character.
10. Encourage the protection of agricultural land for the production of food, fiber and other agricultural commodities.

Phasing of Urban Development

11. Design and maintain a land use pattern and population capacity that is consistent with the capacities of existing public services and facilities, and their programmed expansion where funding has been identified.
12. Encourage the phasing of urban development in a compact manner, first using vacant or under-utilized "infill" parcels and lands next to existing development.

Residential Land Uses

13. Locate urban residential densities within urban or village reserve lines near employment areas, while protecting residential areas from incompatible and undesirable uses.

Commercial and Industrial Land Uses

14. Designate a pattern of strategically located commercial and/or industrial areas compatible with overall land use that is convenient to patrons, realistically related to market demand and the needs of the community, and near areas designated for residential uses.

Public Services and Facilities

15. Provide additional public resources, services and facilities to serve existing communities in sufficient time to avoid overburdening existing resources, services and facilities.
16. Avoid the use of public resources, services and facilities beyond their renewable capacities, and monitor new development to ensure that its resource demands will not exceed existing and planned capacities or service levels.
17. Finance the cost of additional services and facilities from those who benefit by providing for dedications, in-lieu fees or exactions.
18. Locate new and additional public service facilities on existing public lands where feasible, allowing for sufficient buffers to protect adjacent rural and agricultural areas.

Circulation

19. Integrate land use and transportation planning in coordination with cities to ensure that traffic and transportation demands can be safely and adequately accommodated.
20. Design a transportation system that provides safety within feasible economic and technical means, preserves important natural resources and features, promotes the aesthetic quality of the region and minimizes adverse environmental changes.

Administration

21. Work toward minimizing administrative delays and costs to fee payers in the administration of the Land Use Element. Simplify development review procedures and provide incentives for development to locate where plan policies encourage it to occur.
22. Work closely with cities to provide continuity between city and county land use planning and to achieve common land use goals through reciprocal agreements.

Purpose of the South County Area Plan

This plan has been prepared to envision the future of the South County and, based on that vision, to serve as a guide for future development which will balance the social, economic, environmental and governmental resources and activities affecting the quality of life within the South County planning area in a comprehensive and cohesive manner.

To this end, all other county-sponsored or reviewed goals, policies, plans, programs and development projects that are subordinate to the Land Use Element and that affect the South County should support, implement and be consistent with this area plan. It should be recognized, however, that the area plan is subject to higher legal authority including but not limited to case law, federal and state statutes and regulations and other countywide elements and ordinances of the County General Plan.

Current Conditions

In 1993, the South County planning area provides for large areas of agriculture and an adequate supply of suburban and rural residential, commercial, industrial and recreation opportunities near and within the community of Nipomo. Economic growth has not kept pace with residential development. As a result, residents rely on jobs and shopping that are primarily located outside of the area.

Through public workshops and a community survey, area residents have expressed a pride in the secluded nature of the rural Nipomo Mesa and a concern that development should also maintain that quality. Most people want an increase in local shopping and job opportunities, and they support initiating a local economic development program.

Acceptable levels of service for roads, schools, police and fire protection have been difficult to maintain as population growth in the planning area has occurred. Air quality has occasionally been worse than state standards due to increased vehicle traffic, oil refinery emissions and dust from farming. The rural, open countryside is threatened in some areas by unimaginative subdivisions and insensitive development siting and design. The rural open countryside can be preserved through site design standards provided in this plan.

However, the climate and ambience of the South County is unique and very positive for attracting a broad range of housing and employment. Opportunities exist to plan for long-range additional development within this setting, primarily to provide local employment and to attract a broad range of income levels and professions.

There is still a great resource in the vacant land that exists within the South County communities. Nipomo can provide a greater concentration and mix of uses within the center of town. A closer proximity between businesses and residential areas will reduce the need to commute, with resulting beneficial air quality effects. An expansion of the commercial downtown area and encouragement for industrial, business and office parks will provide enough land for business attraction and the potential of achieving a local jobs/housing balance.

Vision

The vision of this plan revolves around three significant findings made during the studies leading to the evolution of this area: (1) the desire to protect the essentially rural character of the area and protect the continuation of economic agriculture; (2) the recognition that the current economic base is not capable of providing the public services desired; and (3) the desire of the Nipomo community to be self-governing. Further, the vision of this plan vision recognizes limited water resources that are incapable of supporting unlimited growth.

South County in 2013 has achieved a successful economic climate and yet maintained rural character. A relationship has evolved between an active economy and an older natural ambience that is evident throughout the planning area. A peaceful rural atmosphere still prevails around and between Nipomo and the villages, as illustrated in Figure 1-3. A unique combination of seclusion and activity is apparent along the roads and streets in the planning area.

Through the efforts of community organizations and government agencies, an economic strategic plan has been prepared and implemented. Several active programs have successfully attracted business and office park development now located at the north and south ends of Nipomo and at the Woodlands property near Highway 1. Downtown development has expanded beyond the historical area onto the west side of Highway 101. Attractive buildings within Nipomo demonstrate the success of an approved community design plan.



Figure 1-3: Rural Character

Attention to pedestrian convenience and safety in the design of streets and development have made Nipomo a welcoming and popular place to walk, ride bikes and have fun shopping, socializing and entertaining. This active urban setting has captured the interest of several major businesses as well as a full complement of smaller service and retail. Housing is available for all incomes due to a variety of development incentives. Professional people, service and farm workers co-exist well due to a blending of their different needs in the neighborhoods and in employment areas.

The Nipomo Mesa and its environs are also an appealing destination for recreation that contribute to the economic base. The rural landscape has attracted recreational development associated with destination resorts and rural residential living. Recreational opportunities, including golf courses, have been developed between Nipomo and Arroyo Grande. A major recreational resort offering championship golfing has successfully developed west of Nipomo, appealing to visitors from more urban areas both within and outside of California. Industrial research and development parks are located within this resort.

At least one additional village has been created west of Nipomo by obtaining additional development allowances. The older villages have matured with additional recreational and community facilities. Neighborhood shopping opportunities are provided occasionally in the rural area by small convenience developments. Within the Palo Mesa village area, a village center serves the western Nipomo Mesa with daily needs.

The presence of the natural environment extends from the rural countryside through the most populated urban areas by the use of frequent street trees, substantial landscaping, many small plazas and linear as well as neighborhood parks. This connection and the benign climate combine to make being outside a popular past-time. Similarly, an extensive pathway network linking the villages, recreation centers and nearby cities with Nipomo provides a reason to enjoy South County from outside.

The transition to a healthy local economy has not adversely affected the environment. With a sufficient population located near employment and shopping, public transit, walking and bicycling offer advantages over private vehicle use. Traffic congestion and air pollution have been moderated by an ongoing program to implement the county Clean Air Plan. Schools are fully developed and staffed to provide high quality education as a result of the passage of several bond measures. Drainage controls have been developed at the community level to avoid the need to have on-site detention basins. An increased tax base from commercial development that accompanied the economic development program contributes toward specialized funding for local improvements.

Achieving the Vision

Without community activity, a land use plan is only a static representation of a possible future. It needs to be put into motion toward that future with the combined efforts of the community and public service agencies. The vision for the South County will most of all depend on participation. Implementing the vision is an act of creation that can transcend the many tasks that make up the whole effort. Ongoing community impetus is needed to focus the limited resources of public agencies on the vision. The most important ways to implement this vision include the following:

Rural Character

The separation of communities by open countryside gives them a basic identity, as shown in Figure 1-4. Large agricultural areas between Santa Maria, Nipomo and Arroyo Grande imbue that atmosphere. Rural character is also achieved by development in a rural residential density which is the dominant land use on the Nipomo Mesa between the urban and village areas. A combination of this overall low density and development which is sensitive to this issue retains and maintains rural charm. New development fits within a rural ambiance both through standard and clustered subdivision designs. Development within rural villages and site-sensitive treatment in scenic areas further enhances this quality of life.

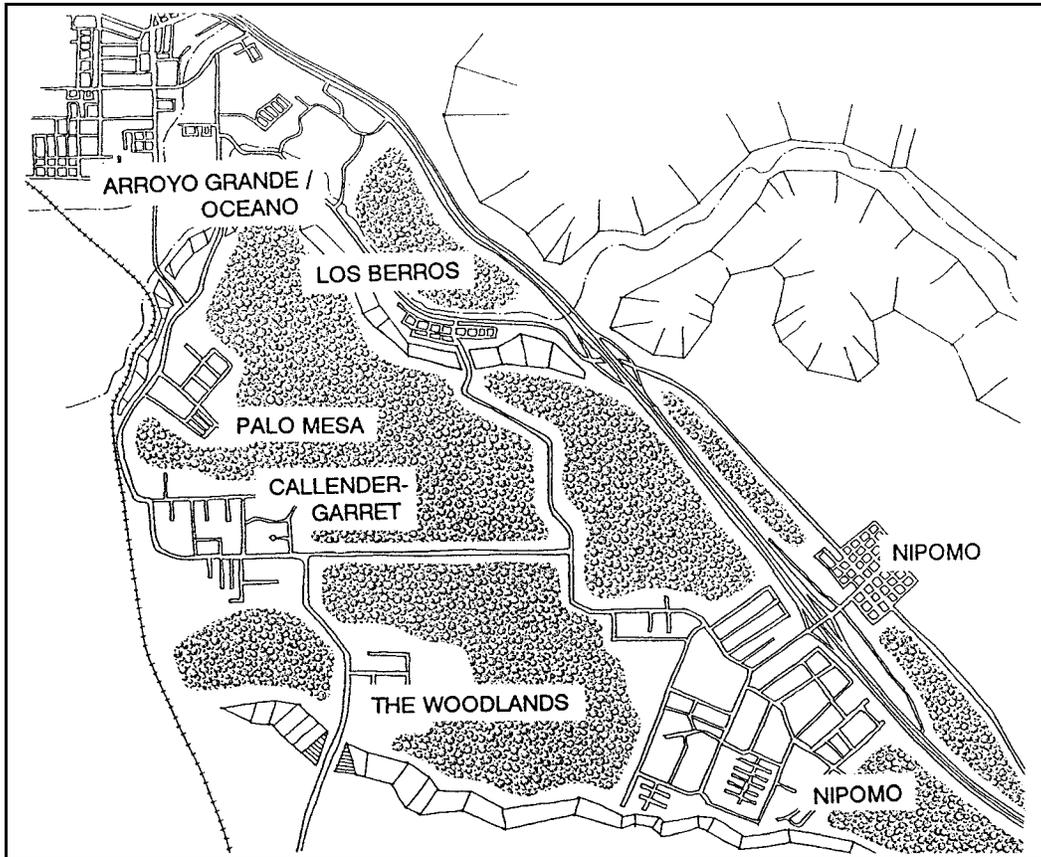


Figure 1-4: Rural Character - Community Identity

Economic Development

An economic plan will provide the direction for achieving a self-sufficient local revenue base, through a wide-ranging list of programs. Such a plan needs to be based on a sound analysis of the regional economic base and the feasibility and means of successfully attracting major classes of businesses through a market study. Public revenues should exceed the incentives offered. Initial community ventures involve improving the appearance and function of selected areas, perhaps through the formation of a redevelopment agency, assessment districts and a business improvement association. The formation of an organization that is interested in improving economic activity will be important. Amendments to this plan should be considered to achieve more defined objectives from these studies and programs.

Pedestrian-Supportive Development

Pedestrian environments successfully separate the automobile from places where people walk, shop and work. Uses are placed closer together than in normal shopping center development, and the sidewalk is the people-oriented connection that links people to uses. Whether in downtown Nipomo or in a neighborhood center, placing buildings at or near the street, at close intervals, with obvious connections to anchor stores will enhance community life and will reduce the need to drive automobiles and thereby minimize traffic congestion.

Transfer of Development Credits

Transfer of development credit (TDC) programs can be used as an effective planning tool in achieving the goals and policies of the South County Area Plan. They may, for example, be used to redistribute lots from areas where the community would like to discourage development, such as in wetlands and steep hillsides, to locations where services are available and the land is suitable for development. TDC programs within the South County should be evaluated on an individual case-by-case basis and incorporated into the area plan when the details have been fully described.

Program Implementation

A methodical implementation of the programs listed in the Public Services, Circulation, Land Use and Combining Designations chapters of this plan will be needed to achieve this vision. Progress on each program will depend on community initiation and support, since the competing demands for county government resources reduce its ability to provide for every recommended program.

Area Plan Amendments

As progress is made in these areas, changes to this plan may be desirable. Several areas are encouraged to prepare Specific Plans that will result in area plan amendments. The culmination of some of the recommended studies may partly be area plan amendments that achieve their aims. Applications can be made for individual amendments to the land use categories, combining designations, programs, , or any other policy of this plan. However, any one amendment should respect the overall framework and goals to achieve the vision of the area plan.

Area Plan Updates

The South County Area Plan should be updated within a regular timetable to seek community consensus or compromise on new or evolving issues and their resolution. The process can identify the necessary important changes to the plan that the community supports. A balancing of a variety of interests should occur through a positive process of participation. The outcome is intended to have community support and "ownership."

Primary Goals

The primary goals of this area plan are to promote:

1. A functional living environment, complete with necessary public facilities and services, and an adequate transportation system.
2. A strong and viable economy, with a tax base for supporting public services.
3. The highest, most responsive level of public services that the South County community tax base allows and that community input and consensus supports.

4. The rural character and heritage of South County with a strong sense of identity and place.
5. A social, educational, recreational, cultural and historical quality of life for its citizens in a manner that is affordable to its residents.
6. The long-term sustainability of natural resources as growth occurs with sensitivity to the natural and built environment.

Supportive Goals

The following goals are intended to expand upon and support the primary goals of this plan.

Economic Expansion

1. Provide enough areas for a variety of commercial, tourist-serving and light industrial developments to generate local business activity and increase retail sales and property tax revenues.
2. Promote the development of commercial and industrial uses (light industrial and research/development) to provide for the functional needs of the community and an employment base for the South County planning area.
3. Develop Nipomo as the commercial center of the South County planning area by encouraging a variety of commercial development in balance with population growth, so as to facilitate economic independence for the possible future incorporation of Nipomo.
4. Develop an economic strategic plan for South County to facilitate economic growth in the planning area.
5. Utilize South County's recreational, social, cultural and historical assets to its economic advantage, such as to attract tourism through golf courses, horse and bike trails, the Dana Adobe and an enlivened Nipomo downtown area.
6. Encourage recreational development that promotes commercial tourism while satisfying the needs of the local community and maintains and enhances the rural character of South County.
7. Strengthen the continuation of agriculture as part of the economic base of the South County area.

Community Planning

1. Retain the open, low-density character around and between population centers.
2. Plan rural areas for agriculture, low-density residential and recreational development.
3. Promote a network of open spaces, trail systems and parks that connect important community features, by using incentive-driven methods of acquisition consistent with the County Trails Plan.
4. Plan Nipomo to be the economic, cultural and residential center of the South County planning area.
5. Encourage central business district development to occur with a pedestrian-oriented village style east of Highway 101 and a larger scale west of the highway to facilitate walking and alternative transportation.

6. Adopt general design guidelines for downtown Nipomo that would establish an attractive and cohesive character.
7. Encourage the infilling of existing vacant lands within the Nipomo urban reserve line consistent with permitted zoning densities.
8. Locate employment areas conveniently near housing areas consistent with the San Luis Obispo County Housing Element and to enhance alternative transportation.
9. Allow the creation of rural villages through a variety of mechanisms.
10. Major expansions of the Nipomo urban reserve line should be accompanied by a specific plan. Permit minor adjustments to the urban reserve with only general plan amendments.

Quality of Life

1. Plan for an enhanced social and cultural life that respects the historic and rural character of Nipomo and the South County by improving public safety, convenience and pedestrian access between uses.
2. Maintain the rural open countryside of the Nipomo Mesa, the Nipomo valley and the foothills, as a contrast to the development density and activity within the urban and village areas.
3. Encourage the development of rural neighborhood retail service businesses that will:
 - a. help relieve traffic and air pollution
 - b. be compatible with the rural character
 - c. be compatible with surrounding land uses.
4. Provide a balance of housing types for all income groups.

Environment

1. Promote the protection of natural resources and encourage the following in new development proposals:
 - a. Retention of sensitive vegetation.
 - b. Conservation of water.
 - c. Reduction of significant air pollutants.
 - d. Blending of new structures into the surrounding environment and minimal visual impacts in areas considered to be scenic.
 - e. Protection of cultural and historic resources.
 - f. Separation of new residential development from adjacent commercial agricultural and industrial operations.
2. Review and balance economic and environmental impacts in making future planning decisions.

Public Services and Facilities

1. Secure adequate means of generating revenue that can provide for necessary public resources, services and facilities to serve additional development.

2. Projects resulting from general plan amendments and urban expansion shall fund their share of public resources, services and facilities to ensure that they will be provided.
3. Evaluate the financial capability of service providers to accommodate additional growth by reviewing capital improvement plans before urban expansion or major projects are approved.
4. Encourage the formation of or addition to local community services that implement community programs.
5. Create a mandatory trash collection program and develop recycling programs for bulk items, green waste and hazardous products, and provide transfer stations for convenient collection to reduce the problem of illegal dumping.

Circulation

1. Facilitate the use of all modes of transportation to improve traffic service and air quality.
2. Encourage improvements of roads and circulation systems, including two new interchanges at Highway 101.
3. Revise existing county road standards to allow for more flexibility to address various road conditions and neighborhood needs, to be more affordable, to increase safety for pedestrians, vehicles and bikes, and to protect, enhance and maintain the rural character of the area.

Major Features of the Area Plan

This area plan describes county land use policies for a 20-year time frame for the South County planning area, outside the coastal zone. It is one of 13 area plans that make up the county Land Use Element, with Framework for Planning - Inland Area as the central policy document. including regulations which are also adopted as part of the Land Use Ordinance. The area plan has the following organization:

Area Plan Chapters

1. **Introduction**
General description of the planning area and the communities, its current conditions and general goals for the area plan.
2. **Population and Economy**
Population estimates and projections; socio-economic descriptions of the communities.
3. **Public Facilities, Services and Resources**
Status of the condition of short- and long-term plans for the existing facilities, services and resources for each community, including the Resource Management System.
4. **Circulation**
Existing conditions and planned development of the transportation system, including streets and highways, transit, bicycling, rail and air travel.

5. **Land Use**
Land use issues and opportunities for avoiding or solving land use problems and discussions of the mapped land use categories.
6. **Combining Designations**
Description of the mapped combining designations, which overlay the land use categories in certain areas.

Area Plan Maps

1. **Land use categories**
The area plan contains maps that allocate land use throughout the planning area by land use categories. The land use categories determine the varieties of land use that may be established on a parcel of land, and they define their allowable density and intensity.

Allowable uses within each category are shown in Articles 2 and 9 of the Land Use Ordinance (Chapter 22.104 - South County Planning Area)

The land use category maps at the back of this plan are only for illustration of the official maps on file at the county Department of Planning and Building.
2. **Combining designations**
Certain hazards, proposed public facilities, special features or sensitive resources are mapped as overlays of the land use categories. Special standards for these combining designations are in Article 9 of the Land Use Ordinance (Chapter 22.104 - South County Planning Area) in addition to the standards of Chapter 22.14 of the Land Use Ordinance .
3. **Circulation**
Circulation maps show the existing and proposed highways and major streets and roads, transit routes, regional bikeways and transportation features such as park and ride lots.

Programs

Programs are non-mandatory actions that are recommended to be initiated by the county or other specified public agency to work toward correcting local problems or conditions. They are also intended to support community objectives in implementing the general plan. Because many recommended programs involve public expenditures, their initiation will be dependent upon the availability of funding and broad community support.

Proposed "programs" are noted at the end of the chapters on public services (Chapter 3), circulation (Chapter 4), land use (Chapter 5), and combining designations (Chapter 6).

Priorities and time frames for initiating programs should be implemented through the annual county budget review process.

Appendix

An appendix at the rear of this area plan provides supporting information and data that is separate from the text and maps and serves as background information only. The appendix includes population projections, estimates of area plan build-out, a list of allowable uses in the land use categories, and the criteria for different land use permits. Periodic administrative revisions are made to the tables and data in the Appendix so that the information remains current.

CHAPTER 2: POPULATION AND ECONOMY

The rate of population growth in the South County planning area (both coastal and inland) has been significant when compared to other planning areas and the overall county. Population in the South County increased from 10,702 to 16,200 between 1980 and 1990, an increase of approximately 66 percent, or an average annual growth rate of 6.0 percent. In contrast, the county experienced a 26 percent population increase between 1980 and 1990, or a 3.76 percent average annual growth rate.

This growth illustrates the attraction of the South County planning area for residential development. Most new construction has occurred in the Nipomo urban area, but the Nipomo Mesa has also experienced new development. Between 1980 and 1990, 1080 dwelling units were constructed in the Nipomo urban area and 612 in the villages and rural portions of the planning area. The total of 1692 dwelling units included 282 mobile homes and 130 multi-family units.

Data from the 1990 census indicate that approximately 13 percent of the population is over 65 years of age, slightly less than the county average of 14 percent. About 30 percent of the population is children up to age 17, compared to the county average of 22 percent, reflecting the influx of new families to the area.

Table A-1 in the Appendix contains population projections for the entire planning area, both coastal and inland. These projections are based on market trends and do not reflect resource constraints or the land use plan's build-out capacity.

For comparison, Table A-2 in the Appendix contains the projected build-out capacity for population in the Residential Land Use categories.

The Nipomo urban area is projected to build out with a population of about 23,250 people sometime after the year 2010. The rural and village areas also could build out after 2010 with a population of about 12,650. Build-out population estimates indicate the threshold when a scarcer supply of land and physical development will interfere with the development to the maximum capacity of each land use category.

Economy

It is anticipated that the South County planning area and nearby communities will have a stable economic future, with intermittent fluctuations of population growth and economic development. Factors that will influence growth include:

1. The existence of productive farmlands;
2. Industrial areas south, north and west of Highway 1;
3. Recreational and resort development;
4. Organized promotion of retail, office and industrial park development within Nipomo and on the Nipomo Mesa; and
5. The suburban and rural residential environment.

An economic development program is proposed in Chapter 4 for the community. Unless an economic development program is organized, however, it is expected that the planning area will continue to be dependent upon the Five Cities area and Santa Maria for future growth incentives, commercial services, and employment opportunities.

The development of South County can improve the quality of life by balancing residential and economic growth. The Nipomo region was characterized by rapid residential growth during the 1980's without corresponding commercial development. The future economic climate can become more favorable for new business development if attention is given to strategies that will encourage it. The following goals are intended to instigate activities within and beyond this area plan:

Economic Expansion

1. Encourage economic development of the planning area that will generate local employment for residents, create an adequate supply of goods and services locally, and help generate sufficient revenue for necessary public services and facilities.
2. Provide sufficient areas for a variety of commercial, tourist-serving and light industrial developments to generate local business activity, and increase sales, transient occupancy and property tax revenues.
3. Encourage the economic expansion of agriculture through incentives and positive county programs.
4. Develop Nipomo as the employment center of the South County planning area, by encouraging commercial development rather than just residential growth and by creating a vital downtown and other job-generating areas.
5. Develop an economic strategic plan for South County to enable it to play a stronger role in the economic future of the county while providing the resources necessary to sustain the needs of its citizens.
6. Encourage and support commercial, recreational and industrial uses that will help facilitate economic independence for the possible future incorporation of Nipomo.
7. Promote the development of commercial and industrial uses (light industrial and research/development) to provide for the functional needs of the community and an employment base for the South County planning area.
8. Utilize South County's recreational, social, cultural and historical assets to its economic advantage, such as to attract tourism through golf courses, horse and bike trails, the Dana Adobe and a redeveloped downtown area.
9. Analyze economic as well as environmental impacts in making future planning decisions.
10. Encourage recreational development that promotes commercial tourism while satisfying the needs of the local community and that maintains and enhances the rural character of South County.
11. Encourage programs for improvements to help beautify east Nipomo and help pay for much-needed infrastructure.

The South County area is expected to retain and improve upon an overall stable economy. Average income levels will rise as a result of population growth and economic development. The median gross income for Nipomo in the 1990 Census was \$30,561, compared to the countywide median income of \$31,164. With the growth of the area as a residential community for other employment centers, it is expected that the average income will rise even more. This may leave a substantial number of low income families who will find it increasingly difficult to meet their housing needs within the ever-increasing market. Proportionally fewer people have had incomes below poverty levels since 1970.

According to the 1990 census, the unemployment rate was approximately 6.3 percent for Nipomo residents, compared to 5.5 percent for the county. Since 1980, the workforce of the South County planning area increased in the professions and service and retail trades more than in agriculture. According to the 1990 census, the agricultural share of the workforce declined from approximately 25 percent compared to 12.5 percent countywide. Due to the nature of agricultural and service-oriented businesses, about 30 percent of South County residents hold part-time or seasonal jobs. It is estimated that the most significant job-generating activities in the county are tourism and retail trade. Retail trade employment in Nipomo comprises 13.8 percent of the town's work force, compared to 20 percent of the work force in the five cities.

The area has the natural assets of a moderate climate, a fairly intact and scenic rural countryside and a central location within the central coast that lend themselves to potential recreational and specialized research and manufacturing uses. The participation of the community in an economic strategic plan is needed to identify potential types of development, their needs and corresponding incentives such as local investments in infrastructure and other assistance to interested firms. An economic development program should be considered by the community as an analysis, investment and marketing effort to attract the best potential businesses to the area. To stimulate economic growth, existing local or family-owned businesses can be assisted so that profits will remain largely within the county. Within Nipomo, the community has the opportunity to invest in a business improvement district that will provide funds for "dressing up" the downtown area, and promoting its attractiveness for business and shopping.

CHAPTER 3: PUBLIC FACILITIES, SERVICES & RESOURCES

Population growth and changes in land use can occur without creating community problems only if the public facilities and services necessary to support such change are adequate. This chapter describes the facilities, services and resources available in the South County planning area. Framework for Planning (Part I of the Land Use Element) discusses the appropriate levels of such services for urban and rural areas.

The primary concern of this chapter is that the necessary steps are taken to provide adequate facilities and services for the existing and projected population. In the following sections, specific issues and problems are discussed, and objectives and policies are outlined to respond to the issues. At the end of the chapter, a section on programs notes those actions that can work toward resolving the issues and problems.

This chapter is organized by:

- Goals for public services and facilities.
- Descriptions of planning policies, types of service providers and the link to the Resource Management System.
- Status of public facilities, services and resources.
- Recommended programs for implementation.

A. GOALS FOR PUBLIC FACILITIES AND SERVICES

1. Secure adequate means of generating revenues that can provide necessary public resources, services and facilities to better serve existing population as well as future growth.
2. Projects resulting from general plan amendments and urban expansion shall fund their share of public resources, services and facilities to the limits allowed by law.
3. Evaluate the financial capability of service providers to accommodate additional growth by reviewing capital improvement plans before urban expansion or major projects are approved.
4. Encourage the formation or addition of local community services to generate revenue that can be used to implement community programs.
5. Create a mandatory trash collection program and develop recycling programs for bulk items, green waste and hazardous products, and provide transfer stations for convenient collection to reduce the problem of illegal dumping.

B. RELATIONSHIP TO PLANNING POLICIES AND PROGRAMS

The general plan contains goal statements that apply to the provision of public facilities, services and resources. As expressed in Framework for Planning, the goals are:

"Balance the capacity for growth allowed by the Land Use Element with the sustained availability of resources."

"Provide for a sustainable rate of orderly development within the planned capacities of resources and services and the county's and citizens' financial ability to provide them."

"Avoid the use of public resources, services and facilities beyond their renewable capacities, and monitor new development to ensure that its resource demands will not exceed existing and planned capacities or service levels."

The "planned capacities" referred to in the goal statements are determined, in most cases, by the public's willingness to provide funding for capital improvement projects that would expand the capacity of services, facilities or resources in support of additional land development. Public support of such projects is, in turn, based upon their collective opinion as to whether the perceived benefits of development exceed the perceived costs. Such services as circulation systems, fire protection, schools, libraries and drainage are included in this category, where capacities are determined through the political process.

In the case of such resources as water supply and sewage disposal, "planned capacities" are determined largely by environmental factors, although political considerations may also be involved. For example, unless there is a decision to import water from outside the county, this plan will be based upon the assumption that the county's water supply is limited to that which can be prudently extracted from groundwater basins and obtained from reservoirs located within the county's boundaries. Likewise, a limiting factor for sewage disposal facilities may be the capacity of the environment to assimilate the treatment plant effluent and other by-products.

C. SERVICE PROVIDERS IN THE PLANNING AREA

Public services are provided to county residents by a variety of jurisdictions, including incorporated cities, community service districts (CSDs), county service areas (CSAs), single-purpose special districts, school districts and by the county, itself. Urban reserve lines and village reserve lines define growth areas for unincorporated communities.

County service area. A county service area is managed by the Board of Supervisors, which maintains operational and financial responsibilities. Taxes are assessed for the particular services provided. A county service area has the ability to provide most public services.

Community services district. A community services district is a locally-governed body authorized to provide a wide spectrum of public services, with the exception of land use planning. A CSD has an elected governing board with full financial and operational responsibilities.

The formation of a CSA or CSD may be initiated by a resolution of the Board of Supervisors or by a petition of local residents. The Local Agency Formation Commission (LAFCo) and the Board of Supervisors must approve the district formation after public hearings. This process also determines the service area and types of services provided. In general, consolidating the responsibility for services under a single district can provide for more local community control, achieve economies of scale and improve the organizational structure for daily operation and maintenance.

Seven special districts, including the Nipomo Community Services District, provide a variety of services to South County planning area residents (see Table C). The Local Agency Formation Commission (LAFCo) study entitled "Inventory of Special Districts in San Luis Obispo County" (1985), recommends that some districts be reorganized or consolidated in order to provide services more efficiently.

Formed in 1965, the Nipomo Community Services District provides water service, sewage disposal, street lighting and some drainage facility maintenance. Other services are authorized to be provided. As the community grows, and to facilitate making a future determination of incorporating as a city, additional services should be assumed by the district as it is capable. Potential services include parks and recreation, garbage disposal, fire and police protection, and road construction and maintenance.

Issue: Coordination of urban reserve line and NCS D service area.

To ensure the efficient provision of public services, county land use plans establish urban reserve lines and village reserve lines to define growth areas for unincorporated communities. Areas within the reserve lines contain more intensive land uses, based on the fact that public services can be more efficiently provided to compact, higher intensity development. Within the urban or village reserve line, an urban services line denotes the preferable areas for service providers to keep pace with the demand for additional development within five-year time frames.

Ideally, the boundaries of a service provider will occur within the urban reserve line. However, the Nipomo Community Services District (NCS D) encompasses land that is outside the urban reserve line. Annexations outside of the urban reserve line should be done for emergency purposes only, such as to provide water to an area with a definite, long-term shortage.

There are islands within the NCS D boundary where services are provided by County Service Area No. 1. These areas should be brought into the district before services are offered by expanding the urban reserve line. However, expansion of the district is encouraged where specific plans may be approved adjacent to the north and south ends of the community. Because those sites may not have sufficient on-site water to offer the district, alternative benefits to the district should be considered for their annexation.

Issue: Fragmented responsibility for provision of services.

County Service Area No. 1 provides street lighting and storm drainage services to several small areas having Nipomo CSD sewer service. LAFCo recommends that within the next 10-20 years these services be consolidated under the jurisdiction of the Nipomo CSD so that it becomes the sole public agency providing urban services.

D. MONITORING THE AVAILABILITY OF RESOURCES: THE RESOURCE MANAGEMENT SYSTEM

The Resource Management System (RMS) provides an alert process for a timely identification of potential resource deficiencies, to allow sufficient lead time to correct or avoid a problem. Potential and actual resource deficiencies are given "level of severity" designations indicating the relative urgency of each situation.

Level of Severity I is indicated when data suggest that the capacity of a resource will be reached within a specified time period, but where sufficient time remains to plan and implement corrective measures before the problem becomes critical.

Level of Severity II occurs when the current rate of resource use will deplete the resource before its capacity can be increased.

Level of Severity III occurs when the capacity of a resource has been met or exceeded.

Resources included in the RMS are water supply, sewage disposal, schools, roads, air quality and parks. The Resource Management System is fully discussed in Framework for Planning, Inland Area. The status of RMS resources is frequently updated as new information becomes available. Current information, including levels of severity, may be found in the most recent edition of the Annual Resource Summary Report and in Appendix D of Framework for Planning - Inland Area. Appendix D indicates which levels of severity have the status of staff recommendations and which have been certified by the Board of Supervisors following public hearings.

E. STATUS OF PUBLIC FACILITIES, SERVICES AND RESOURCES

This section discusses the availability of public facilities, services and resources for the South County planning area and the individual communities within it. Services included in the Resource Management System are identified by "(RMS)" following the heading. The information is the best available at the time of preparing the final draft of the plan.

Water Supply (RMS)

Issue: Groundwater extractions may equal or exceed current supplies.

The South County planning area draws the majority of its water supply from the Santa Maria groundwater basin. The Santa Maria groundwater basin stretches from the Five-Cities on the north to Orcutt on the south, generally lying west of Highway 101 in San Luis Obispo County. The primary water supply is from the Nipomo Mesa sub-unit of the Santa Maria basin for the Nipomo urban area.

Capacities are limited or have been exceeded in smaller aquifers that provide groundwater for the Nipomo Valley and Los Berros. Continued farming is seriously threatened in Nipomo Valley by localized shortages. The community of Nipomo, including the Nipomo Community Services District and California Cities Water Company, utilizes groundwater for its water supply and has limited capacity from existing wells for additional growth.

Additional sources will need to be obtained to enable build-out of this plan. A groundwater management plan with the participation of all water purveyors, including agriculture, is needed to utilize the groundwater resource fairly between them.

The Nipomo Community Services District has decided not to participate in the State Water Project after a referendum taken in November, 1992 was in favor of the district not requesting an allocated amount. It will be necessary for the district to provide additional service from groundwater sources under the Nipomo Mesa, if not from other as-yet unidentified sources. It appears that the best groundwater supplies occur outside of the district boundaries on the west side of the Nipomo Mesa. Obtaining new water supplies from that area does not need to follow a district annexation. The district and other water users from the Santa Maria groundwater basin should meet to discuss ways to reach agreements on fair and appropriate amounts of water consumption for each.

Issue: Difficulty of managing the basin as a long-term resource.

The Nipomo Community Services District has wells located on the Mesa and supplies customers in much of the Nipomo urban area and at Black Lake Golf Course. California Cities Water Company, a private company, serves the southwestern portion of the Nipomo urban area. County Service Area No. 1, through a zone of benefit, supplies water to the Black Lake Golf Course Area from on-site wells in accordance with the Black Lake Specific Plan (Amended 1984, Ord. 2190). There are also numerous small water companies on the Mesa serving suburban and rural customers, as well as many private domestic and agricultural wells. Because of the large number of small water companies and private wells, accurate monitoring of groundwater withdrawals and effective management of the resource in the South County area is difficult. The cooperation of water purveyors and users will be necessary to manage the provision and use of water. To help in this effort, the county well monitoring program should be expanded on a voluntary basis. The effort to initiate groundwater management should be recognized and supported, particularly as a community-based activity (Amended 1984, Ord. 2190).

A ground water study is being done by the Department of Water Resources and County Flood Control and Water Conservation District. This report will include areas of the Arroyo Grande fringe as well as the subunits of the Santa Maria Ground Water Basin. The study will determine ground water storage capacity, water in storage, safe yield, transmissivity, natural and artificial replenishment, sea water intrusion and water quality. The study should be completed in 1996.

Water Systems (RMS)

Summit Station Rural Area

The area surrounding Summit Station Road, as shown in Figure 7-26, has a unique hardship situation regarding water availability. All parcels have historically used on-site wells. However, the supply of groundwater has been inadequate to serve many existing residences, or to support the land uses that are allowed by the area's Residential Rural category. Although Framework for Planning, Public Service Considerations, indicates that urban level services should be kept within urban or village reserve lines, the present water shortage justifies the establishment of a community water service system within this specific hardship area.

Community water service within the Summit Station Road hardship area is not intended to be used to support land uses or a level of development that is higher than what is allowable under the Residential Rural category, or to support or justify any change to a land use category that allows a denser level of development than the Residential Rural category. It is not intended to justify the establishment of any other urban level community services within the Summit Station Road hardship area. No alteration or modification should be made to the identified hardship area boundaries that would enable extension of community water service to any parcels outside of the hardship area

boundaries. Creation of a community water service system for the Summit Station Road area is not intended to set a precedent or be seen as the sole justification for the establishment of community services within other rural areas of the county which do not have a physical hardship of comparable magnitude.

The establishment of the community water system shall be at the option of the land owners within the identified hardship area, who may opt to:

1. Elect to join or to establish a community service district or a special purpose water district (for water service only), subject to LAFCo approval, or
2. Apply to the county and to LAFCo to establish a county service area (for water service only), or
3. Choose a private water purveyor.

Regardless of the actions taken by the land owners, establishment of a community water system in the Summit Station Road area shall comply with the applicable planning area standards in Article 9 of the Land Use Ordinance (Chapter 22.112 - South County Planning Area). [Added 1993, Ord. 2614]

Nipomo Urban Area

The Nipomo Community Services District (NCSD) supplies water to much of the urban area, including the old townsite. Cal-Cities Water supplies water to the rapidly expanding residential area in the southwest portion of the Nipomo urban area.

Both the NCSD and Cal-Cities Water have recently expanded their facilities. If additional improvements are made as scheduled, facilities should be adequate to serve their areas.

Issue: Overlapping service areas, fragmented responsibility for water delivery.

Cal-Cities' water service area is mostly comprised of large lot residential subdivisions in the southwest area of Nipomo. This area is outside the Nipomo CSD Sphere of Influence and is intended for suburban density services. However, there are several areas within Cal-Cities water service boundary that are also included in the Nipomo CSD Sphere of Influence. These areas are anticipated to develop with public water and sewer services in the future. It is Nipomo CSD policy that future service areas must accept all district services. Thus, a potential jurisdictional problem may arise if properties first accept Cal-Cities Water Service and later request Nipomo CSD sewer service. As the community grows, the possibility of a consolidated water system should be studied in order to prevent such jurisdictional disputes, as well as providing increased service capabilities to the entire community.

Palo Mesa Village Area

There are several small water companies in the village area, including the Rural Water Company, Mesa Dunes Mobilehome Estates, La Mesa Water Company and Las Flores Water Company. The Rural Water Company replaced the Palo Mesa Water Company and has substantially upgraded the system. There are also individual wells supplying water to many properties. Several of the small water companies have had difficulties in the past due to poor management, old facilities, poor maintenance, lack of adequate funds, etc. As the area develops, the numerous small water companies should be interconnected and improved to eventually provide one village-wide water system.

Callender-Garrett Village Area

This village is similar to Palo Mesa; there are many private wells and several small water companies. The small companies have experienced operating difficulties that hinder delivery of a dependable water supply to some areas. Unlike Palo Mesa, there does not appear to be any one existing company that can be the building block on which to construct a villagewide water system.

Los Berros Village Area

This village also needs a dependable villagewide system. Many of the existing wells are older shallow wells that experience pumping difficulties when the newer deeper wells are pumping nearby. In order to provide a reliable water supply, a village water system should be constructed and the use of the old wells for domestic water supply terminated.

Sewage Disposal (RMS)

A public sewer system serving many properties within the Nipomo urban area became operative in 1987. The system can accommodate about 5,600 hookups and was operating at slightly more than 50 percent of capacity in 1990.

The remainder of the planning area relies on septic systems or other individual disposal systems. Such systems generally work well in the areas where the soil is sandy, satisfactory percolation rates can be obtained and the distance to groundwater is generally adequate to prevent contamination. In rural and village areas, the use of septic systems should continue to be acceptable at the residential densities permitted. Development in the Black Lake Specific Plan Area will utilize an on-site community sewage collection, treatment and disposal system operated through a zone of benefit of County Service Area No. 1.

Regular maintenance of septic systems should be encouraged to avoid possible groundwater contamination from the cumulative use of septic systems. The county Health Department could inform people of the importance of regular maintenance. Within its boundaries, the Nipomo Community Services District should develop a public information program about proper system maintenance, and it should perhaps consider requiring periodic maintenance.

Drainage

Issue: Need for areawide drainage management.

Lack of drainage control in east Nipomo generally results in localized formation of ponds when Nipomo Creek floods its channel. West Nipomo has undulating terrain that will become increasingly susceptible to local pond formations as development progresses. Drainage plans, including provision for on-site retention of rainwater, are now required before the issuance of building permits in this area. An areawide drainage system to replace the present use of local drainage ponds could reduce localized drainage problems. The areawide drainage system can also be developed where appropriate with neighborhood parks.

Improperly controlled runoff from the northwest mesa is causing erosion of the steep slopes and sedimentation in the vegetable fields below. Development of bluff areas should consider potential impacts on the lower lands.

Cemetery

The Arroyo Grande Cemetery District provides a cemetery within the city of Arroyo Grande. However, a local cemetery should be located more conveniently within the planning area, preferably within or adjacent to Nipomo. Either the existing district should pursue purchasing a site and developing it, or it should work with the Local Agency Formation Commission to revise its service area to establish a South County district to meet this need.

Solid Waste Disposal

Issue: Illegal dumping.

Solid waste collection is provided by the South County Sanitary Service and is available on a voluntary basis. The waste is disposed at either the Santa Maria Landfill or the Cold Canyon Sanitary Landfill north of Arroyo Grande. Illegal dumping is very common in the South County. As the population increases on the Mesa, the long-standing problem of solid waste disposal is certain to increase. The Solid Waste Management Plan (1986) recommends mandatory collection for urban Nipomo and a rural container station or transfer station for the rural South County area, to reduce the problem of illegal dumping. A mandatory trash collection program and develop recycling programs for bulk items, green waste and hazardous products should be created, and transfer stations should be provided for convenient collection to reduce the problem of illegal dumping.

Issue: Community expansion increases demand for urban services.

Police Service

The entire area is served by the county sheriff from a substation in the South County Regional Center in Arroyo Grande, as well as by the California Highway Patrol. Response times are generally poor, due to the large area to be serviced and the distances involved. However, the new substation at South County Regional Center and a report writing room in Nipomo have decreased response times slightly. There is presently a need to expand police services in the South County area, and this need will increase as the population grows.

Fire Protection

Fire protection and emergency medical assistance are provided by the California Department of Forestry (CDF), which acts as the County Fire Department by contract with the county. This protection is provided throughout the year from the station located on North Oak Glen, east of Highway 101 in Nipomo, and the new station no. 22 located on Highway 1 on the west side of the mesa. There are presently no urban-type fire districts in the planning area, yet an urban-type of fire response is expected by suburban and rural residents. Year-round fire protection should be provided in areas outside of urban and village reserve lines by CDF. Urban fire protection should eventually be provided in Nipomo by the Nipomo Community Services District or other public agency.

Currently, plans to widen Tefft and the Tefft Street overpass will relieve congestion and increase response time for emergency services. A new fire station has been built on the Nipomo Mesa. However, areawide traffic circulation must be improved to enhance traffic circulation and minimize emergency vehicle response time.

Health Services

The nearest hospital services are available in Arroyo Grande and Santa Maria. Ambulance service is provided by private companies located in Arroyo Grande and Santa Maria. Ambulance protection is provided by private companies located also in Arroyo Grande and Santa Maria. As the Nipomo area grows, ambulance services should eventually be located in the Nipomo business district. A local, federally funded medical clinic provides primary care services to residents of Nipomo primarily to low and moderate income residents.

Social Services

County offices providing social services (i.e., counseling, mental health, welfare, family planning) are found in Grover Beach and in San Luis Obispo. A private, non-profit senior center operates in east Nipomo. An additional center will eventually be needed to conveniently serve west side neighborhoods. There will be a future need to move Social Services to a Nipomo office.

Library

The South County Regional Center in Arroyo Grande provides a regional library but is not convenient to the Nipomo urban area. A branch county library is located on Dana Street in Nipomo, and a bookmobile also serves the planning area. A new branch library is proposed (and funded) for a site at the Nipomo Regional Park which should serve the community.

Schools (RMS)

According to information provided by the Lucia Mar Unified School District, recent high population growth rates and accompanying new residential development accelerated the need for additional classroom space in the Lucia Mar Unified School District, which serves the entire planning area, and all schools in the district are over capacity. Two elementary schools are presently located inside the Nipomo urban reserve line, and a middle school is located within the Palo Mesa village area.

The Lucia Mar School Board sees the need for additional school facilities to serve a growing number of children in the South County area, but the district to date has been unable to pass a school facility bond. The district has instituted a development impact fee to fund interim classroom facilities.

Adequate funding for new permanent classroom facilities may not be available through imposition of developer fees. Currently, state law (SB 1287) limits developer fees that may be collected by school districts, which may not be adequate for permanent facilities. Further, state law prohibits imposition of further fees or other developer exactions by placing such requirements in a legislative document such as a general plan or area plan. Finally, a development may not be denied due to inadequate school facilities. Other sources of funding could include additional Mello-Roos districts or bond revenues.

The 1992 law (SB 1287) may "sunset" in June, 1994, depending on passage of a state constitutional amendment that would allow approval of school bonds by a simple majority instead of the current requirement of a two-thirds majority. If the simple majority does not pass, the law would revert to the law that existed prior to the 1992 passage of SB 1287. The legal community representing the school districts and developers, and the legal counsel for local governments each have some differences in opinion as to the state of the law prior to SB 1287. As state legislative enactments develop and pending litigation results in case law, some of these issues may be resolved. This is a highly fluid area of the law at the time of this writing. However, county staff will continue to work with the school districts, developers and local government with the objective of finding solutions for adequate funding of permanent school facilities.

Government Services

Issue: Nipomo will eventually need a larger site for a government services center.

As the community of Nipomo develops, it will need at least one site for government and civic functions. In the short to mid-term, government facilities should be developed at the historic sites of the Pacific Coast Railway station on both sides of Tefft Street at Sparks Avenue. This area is already publicly owned and could provide a center for civic and recreational activities.

In the long term, another civic center could be considered between Thompson Road and Nipomo Creek, south of Sparks Avenue. The area currently is within an agricultural preserve contract in the Agriculture category outside the urban reserve line. However, if the agricultural preserve is no longer in effect and the site is included in the urban reserve line, it could be a suitable location for a future government center. It is well-situated near the short-term civic site at the Pacific Coast Railroad depot site and adjacent to the Pacific Coast Railroad right-of-way and Nipomo Creek. Linear park development at the Nipomo Creek should occur with purchase or consent of owners of private property and with firm commitments for future maintenance and acceptance of liability. A specific plan should be completed to identify the appropriate civic-related functions and development, related private uses that would be associated with a civic center as well as adequately address the community concerns regarding public health and safety issues concerning the linear park. Chapter 4 contains a further description of the center in the Agriculture category.

A site reserved for government services in the Nipomo Regional Park Master Plan should be consistent with the Nipomo Regional Park Master Plan.

The South County Regional Center in Arroyo Grande contains a regional library, a citizens center, Sheriff's substation and a county road maintenance yard. Additional long-term facilities and services provided at this site could include such things as municipal courts, social services department, probation department, county administrative offices, and a clinic. Many of these services would be available to residents of the South County planning area. However, construction of a human services/community building or any of these services should be considered first in Nipomo Regional Park or at the former Pacific Coast Railway station site.

F. PLANNING AREA SERVICE PROGRAMS

Programs are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the county should be based on consideration of community needs and substantial community support for the program and its related cost.

The following public facilities, services and resource programs apply to the South County planning area and are grouped under general headings.

Special Districts

1. **Nipomo Community Services District (NCSD).** The Nipomo Community Services District should assume drainage control, fire protection, parks and recreation, street lighting and street tree maintenance to its responsibilities to provide more comprehensive urban services.
2. **County Service Area (CSA) No. 1.** CSA No. 1 should detach areas that receive sewer service from the NCSD, transferring them to the district, and the NCSD should assume responsibility for providing street lighting and storm drainage in those areas.
3. **Multi-Purpose Special District, Hutton Road Area.** LAFCo should work with area property owners to establish a multi-purpose district to supply water and provide septic tank maintenance service in the area of small non-conforming lots.
4. **Cemetery District.** The community should work with the Arroyo Grande Cemetery District to locate and develop a local cemetery, or it should seek to divide and create a south county cemetery district to create and manage a local site.

Water Resources

5. **Water Source Augmentation.** Water providing agencies should work towards programs to provide additional water for the planning area. Any use of the offshore aquifer should be accompanied by a contingency plan for preventing or correcting seawater intrusion.
6. **Supplemental Water Development Fee.** The Planning Department, in coordination with the Public Works Department and the Nipomo Community Services District, should determine the amount of a fee, as soon as possible, to be paid by new development resulting from new land divisions that would increase non-agricultural water demand within the Nipomo Mesa Water Conservation Area. The fee shall also apply to development of existing lots of record. Those lots that are otherwise contributing to the development of supplemental water would not be required to pay the fee (for example those lot within the Woodlands Village Area). Determination of the fee and adoption of an ordinance requiring payment of the fee should be consistent with the requirements of AB 1600.
7. **Water Conservation.** The Public Works Department, with assistance from the Planning Department and local water purveyors, should establish a public education program on water conservation and water-conserving landscaping.

8. **Groundwater Management.** South County water purveyors, cities, agencies, and individual users are encourage to work toward management of the groundwater resource. Agreements and funding should be sought by these entities to prepare an a groundwater study that will assist in identifying the appropriate management strategies.

A comprehensive study of the Santa Maria groundwater basin to be used for future planning purposes should identify the historical and potential impacts to the basin.

Water Systems

9. **Water Service Plan.** Within the Nipomo urban area, the Nipomo Community Services District and Cal-Cities Water should prepare a water resource capacity study and water service plan for distribution of water to all properties within the urban reserve line.
10. **Private Water Company Boundary.** Cal-Cities water should relocate their service boundary in Nipomo to be outside the Nipomo Community Services District's sphere of influence.
11. **Community Water Systems.** In the Palo Mesa and Los Berros village areas and the Port Hartford Eucalyptus Tract, the county should work with existing small water providers and property owners to establish a community water system in appropriate areas.
12. **Water Service Plan Coordination.** The Planning Department should provide Land Use Element plan information to private water companies to coordinate future service expansions with county policies.

Sewage Disposal

13. **Wastewater Management Plan.** The county should work with the Regional Water Quality Control Board and other agencies to prepare a Wastewater Management Plan for portions of the Nipomo urban area that utilize septic systems. The plan should identify the cumulative impacts resulting from the continued use of on-site sewage disposal systems, determine the maximum population densities suitable for such areas and prescribe the appropriate minimum parcel sizes that will control ground water or surface water degradation.
14. **Septic Systems Maintenance.** In areas intended to be served by septic tanks, the Planning and Health Departments should develop public information mailings and handouts about the proper care and maintenance of septic systems. The Nipomo Community Services District should establish and administer a septic system maintenance program in areas within its boundary not served by the community sewage system. (Amended 1986, Ord. 2270)

Drainage

15. **Drainage Analysis.** The County Public Works and Planning Departments should work with the Nipomo Community Services District to prepare a communitywide drainage analysis for the Nipomo urban area to identify problem areas and recommend appropriate remedial action, including any necessary changes to the standards of the Land Use Element to implement measures to correct drainage problems.

16. **Maintenance of Drainage Channels.** The County Public Works Department should work with the community of Nipomo, area property owners and the Nipomo Community Services District to establish an agency for maintenance of natural drainage ponds or channels for recharge to the groundwater basin. After establishment, the agency should develop a maintenance program designed to prevent significant reduction of ponding capacities while maintaining natural channels in as natural a state as possible.**Solid Waste Disposal**
17. **Refuse Collection.** The Planning, Health and Public Works Departments should coordinate to select an appropriate site and program for a rural container station on Nipomo Mesa.
18. **Waste Collection - Nipomo and Village Areas.** A mandatory waste collection service should be investigated in the Nipomo urban area and the village areas that offers recycling and low-cost service for low-volume users for bulk items, green waste and hazardous products. The Department of Planning and Building and the Health Department should investigate the need to require evidence of a contract for private waste collection before the issuance of building permits in village areas.

Police Protection

19. **Sheriff Patrols/Substation.** The community should consider funding additional Sheriff patrols in the South County as well as funding a new substation in the Nipomo area.

Fire Protection

20. **Urban Fire Jurisdiction.** The Nipomo Community Services District should assume responsibility for providing year-round urban fire protection services within the Nipomo Urban Reserve Line. A mutual aid agreement with the County Fire Department (CDF) should be reached for serving areas outside of the district also.
21. **Social Services Planning.** The county Planning and General Services Departments should work with social service agencies to coordinate, plan and schedule the development of social services in Nipomo.
22. **Government Services/Public Service Centers.** The Planning and General Service Departments should prepare a facility needs study of the specific, desirable public services, and their space requirements, that can be scheduled for locating in the identified government facilities locations, as part of the county capital improvement program.

Schools

23. **School Facility Expansion.** The Planning Department should work with the Lucia Mar Unified School District to coordinate plans for siting and funding additional schools. The county staff's role as to funding has been described in the Schools section.
24. **School Facility Siting** - The General Services and Planning Departments should work with the Lucia Mar Unified School District to complete a study and environmental determination by 1998 of the appropriate location for a high school.

**TABLE 3-1
SCHEDULE FOR COMPLETING PUBLIC FACILITIES, SERVICES AND RESOURCES PROGRAMS
SOUTH COUNTY PLANNING AREA**

<u>LOCATION</u>	<u>PROGRAM TITLE</u>	<u>RESPONSIBLE AGENCIES</u>	<u>POTENTIAL FUNDING</u>	<u>TIMEFRAME (YEARS)</u>	<u>PRIORITY</u>
NIPOMO	1. NCS D SERVICES	NCS D	NCS D FUND	1-3	MODERATE
NIPOMO	2. CSA NO. 1, NCS D SERVICE TRANSFER	COUNTY PUBLIC WORKS, NCS D	NCS D, GENERAL FUND	1-3	MODERATE
HUTTON ROAD	3. HUTTON ROAD AREA SPECIAL DISTRICT	LAFCO	USER FEES	5-10	MODERATE
AREAWIDE	4. CEMETERY	ARROYO GRANDE CEMETERY DISTRICT	DISTRICT FUND	3-5	MODERATE
AREAWIDE	5. WATER SOURCE AUGMENTATION	NCS D, CALIFORNIA CITIES WATER CO., RURAL WATER CO., OTHER SMALL PURVEYORS	DISTRICT FUND	3-5	HIGH
AREAWIDE	6. SUPPLEMENTAL WATER DEVELOPMENT FEE	COUNTY PUBLIC WORKS, PLANNING, WATER PURVEYORS	GENERAL FUND	1	HIGH
AREAWIDE	7. WATER CONSERVATION/ PUBLIC EDUCATION	COUNTY PUBLIC WORKS, PLANNING, WATER PURVEYORS	GENERAL FUND	1-3	HIGH
AREAWIDE	8. GROUNDWATER MANAGEMENT	NIPOMO CSD, PRIVATE WATER PURVEYORS	DISTRICT FUND, GRANT	1-3	MODERATE
NIPOMO	9. WATER RESOURCE CAPACITY STUDY	NCS D, CALIFORNIA CITIES WATER CO.	NCS D FUND	3-5	HIGH
NIPOMO	10. SERVICE AREA ADJUSTMENT	CALIFORNIA CITIES WATER CO.	NONE REQUIRED	1-3	MODERATE
VILLAGES	11. COMMUNITY WATER SYSTEMS FOR PALO MESA, LOS BERROS, PORT HARTFORD EUCALYPTUS	COUNTY PUBLIC WORKS, PLANNING, WATER PURVEYORS	NONE REQUIRED	3-5	MODERATE
AREAWIDE	12. WATER SERVICE PLAN COORDINATION	COUNTY PLANNING	NONE REQUIRED	1-10	HIGH
NIPOMO	13. WASTEWATER MANAGEMENT PLAN	COUNTY PUBLIC WORKS, RWQCB	GENERAL FUND, GRANT	5-10	LOW
NIPOMO	14. SEPTIC SYSTEM MAINTENANCE	NCS D, COUNTY HEALTH, PLANNING	GENERAL FUND	1-3	LOW
NIPOMO	15. DRAINAGE ANALYSIS	COUNTY PUBLIC WORKS, PLANNING	GENERAL FUND, ASSESSMENT DISTRICT	1-3	HIGH
NIPOMO	16. DRAINAGE CHANNEL MAINTENANCE	COUNTY PUBLIC WORKS	FC&WD DISTRICT	1-3	MODERATE
AREAWIDE	17. RURAL REFUSE CONTAINER STATIONS	CO. PLANNING, HEALTH, PUBLIC WORKS	GENERAL FUND	1-3	HIGH
NIPOMO AND VILLAGES	18. MANDATORY WASTE COLLECTION	CITIZEN INITIATIVE	USER FEES	1-3	HIGH
AREAWIDE	19. SHERIFF PATROLS / SUBSTATION	COUNTY SHERIFF	DEVELOPMENT IMPACT FEES	1-3	HIGH
NIPOMO	20. URBAN FIRE JURISDICTION	NCS D	DEVELOPMENT IMPACT FEES	1-3	HIGH
NIPOMO	21. SOCIAL SERVICES PLANNING	COUNTY PLANNING, GENERAL SERVICES, SOCIAL SERVICE AGENCIES	GENERAL FUND	3-5	MODERATE
AREAWIDE	22. PUBLIC SERVICE CENTERS STUDY	COUNTY PLANNING, GENERAL SERVICES	GENERAL FUND	1-3	MODERATE
AREAWIDE	23. SCHOOL EXPANSION PLANNING	CO. PL., LUCIA MAR SCHOOL DIST.	NONE REQUIRED	1-3	MODERATE
AREAWIDE	24. SCHOOL SITE STUDIES	COUNTY PLANNING, GENERAL SERVICES, LUCIA MAR SCHOOL DISTRICT	GENERAL FUND	1-3	MODERATE

- Notes:**
1. Completion of these projects is dependent on available funding.
 2. Priority listings state the relative importance within each time frame.
 3. Time frames are estimates from the date of adoption of the South County Area Plan update, (5/27/99):
immediate: 1 year; **short:** 1-3 years; **medium:** 3-5 years; **long:** to 10 years.

CHAPTER 4: LAND USE

INTRODUCTION

This chapter describes land use issues affecting the South County planning area outside the coastal zone. For areas inside the coastal zone, refer to the "South County Area Plan, Coastal Zone." Land use issues affecting this planning area are addressed in four sections: areawide, rural, urban and village areas. The "areawide" portion describes issues affecting most or all of the planning area, irrespective of urban and village area boundaries.

The "rural" portion of the text discusses the area outside of urban and village reserve lines;

The "urban" portion discusses the area within the Nipomo urban reserve line;

The "village" portion discusses land within the Los Berros, Callender-Garrett and Palo Mesa village reserve lines.

Each section of this chapter discusses issues by topic within the land use categories that are shown on the maps located in the back of this area plan.

The Land Use Element official maps separate the planning area into land use categories, which define regulations for land uses, density and intensity of use. Land use "programs" at the end of this chapter recommend actions by the county or other public agencies. Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area) contains development standards related to the land use categories to assist in guiding development in the planning area. Standards define actions required for new development to achieve consistency with the general plan.

A. AREAWIDE LAND USE

Distribution of Land Uses

The primary method of allocating land uses within the planning area is through the mapping of land use categories. There are 13 land use categories that provide for these land use allocations. The uses that are allowed within each category are shown in Article 2 of the Land Use Ordinance, although further criteria on allowable uses may be imposed by planning area standards located in Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area).

Table 4-1 shows the allocation of land use categories by acreage. The location and distribution of the land use categories is shown in the official maps on file in the Department of Planning and Building and on the informational report maps at the end of this document.

**TABLE 4-1
LAND USE CATEGORY ACREAGES**

LAND USE CATEGORIES	RURAL AREA	CALLENDAR GARRETT	LOS BERROS	NIPOMO	PALO MESA	TOTAL
Open Space	-	-	-	-	-	-0
Agriculture	48,969	-	-	11	-	48,980
Rural Lands	15,587	-	-	-	-	15,587
Residential Rural	10,317	-	-	-	-	10,317
Residential Suburban	193	681	95	2,281	867	4,117
Residential Single-Family	-	-	-	1,061	28	1,016
Residential Multi-Family	-	-	-	150	-	150
Recreation	1,833	-	-	150	-	1,983
Office and Professional	-	-	-	58	-	58
Commercial Retail	5	-	-	112	11	128
Commercial Service	59	-	-	97	-	156
Industrial	30	25	-	-	-	55
Public Facilities	5	-	-	31	12	48
TOTAL	76,998	706	95	3,951	918	82,668

Development is planned to be located primarily on the Nipomo Mesa, where previous subdivisions and building have occurred and urban services are concentrated. However, limited water supply, air quality, schools, county finances and road capacities have been identified in this area, as discussed in the preceding chapters on public facilities and circulation. These long-term resource constraints are important factors on which to base the area plan.

This plan supports the initiation of resource-related programs during the five years until the next plan update. These measures are intended to avoid several impacts to resource capacities that can be expected to occur if development continues at historical rates. The needed studies are identified in specific programs at the end of this chapter and in Chapters 3 and 4, and should be completed before the next plan update.

The policy response of this plan to limited resources that are identified in Chapters 3 and 4 and in the RMS Annual Resource Summary report, is to refrain from amending the land use categories to higher densities where they would increase areawide water, school and traffic demands. The development of a voluntary transfer of development credits program is encouraged.

Relationship to Planning Policies and Programs

The general plan contains goal statements that apply to land use planning and development that is appropriate, as expressed in Chapter 1 of Framework for Planning - Inland Area. The goals encourage:

- a distribution of land uses that is appropriate to the size and scale of each community and its resources and services;
- a clear distinction between urban and rural development;
- preservation of separate, identifiable communities;
- compact urban expansion, phasing vacant areas first (infill);
- employment and residential areas located close to each other.

Community Identity

As illustrated in Figures 4-1 and 4-2, community identity is partly a function of how distinct the edge of a community is in relation to other communities and the countryside. Large agricultural areas between Santa Maria, Nipomo and Arroyo Grande reflect a rural character that the community values. The dominate land use on the Nipomo Mesa between the village areas is rural residences at a five-acre density. A combination of this overall low density coupled with methods to enhance the rural ambiance include some of the following: 1) clustered subdivisions within open space areas, 2) the encouraged use of varied setbacks on five-acre sites to locate development away from road corridors, 3) development of incentive-driven programs, such as transfer of development credits, to encourage owners to protect areas important to the community and 4) the continued support of agricultural activities.

Community identity is also a function of how distinguishable the parts of the community are, that is, whether the neighborhoods have distinct features and focal points that bring people together rather than isolating them from each other. The benefit of the community is largely the opportunity for interaction for social, economic and environmental purposes. Land development has the role of defining the places for residing, shopping and working, and for public life. The focal points for these activities should be clearly recognizable and attractive so they will create a sense of place within the community.

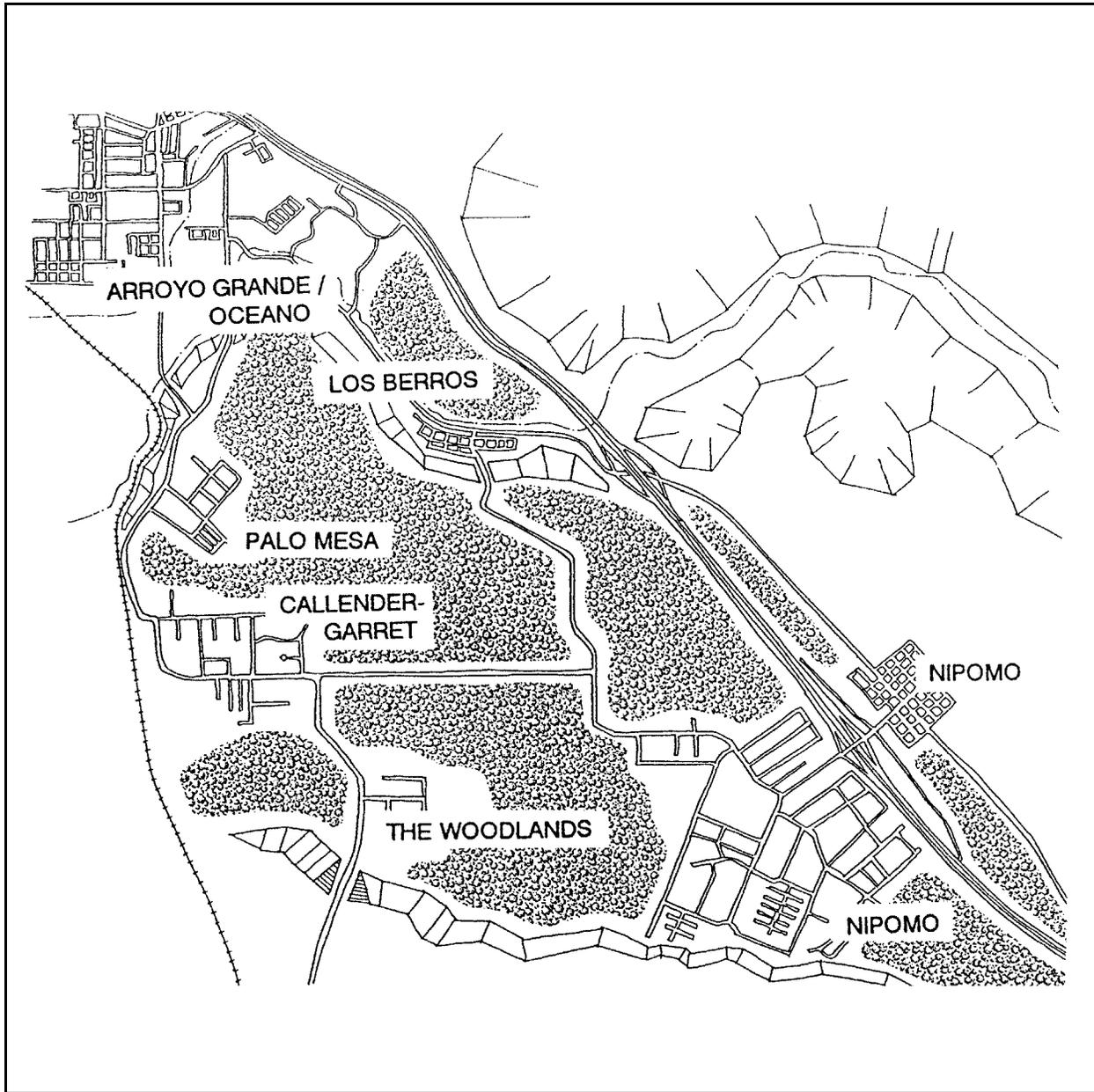


Figure 4-1: Rural Character Between Communities

Capacity for Growth

The potential for population growth is termed the "build-out capacity," which is an estimate of the development that can be expected within densities allowed by the land use categories in the plan. This capacity is a function of the acreage of each residential category, the number of parcels that can be created generally within it, the number of allowable residences and the people per household. The estimated build-out capacity is shown in Table A-2 in the Appendix.

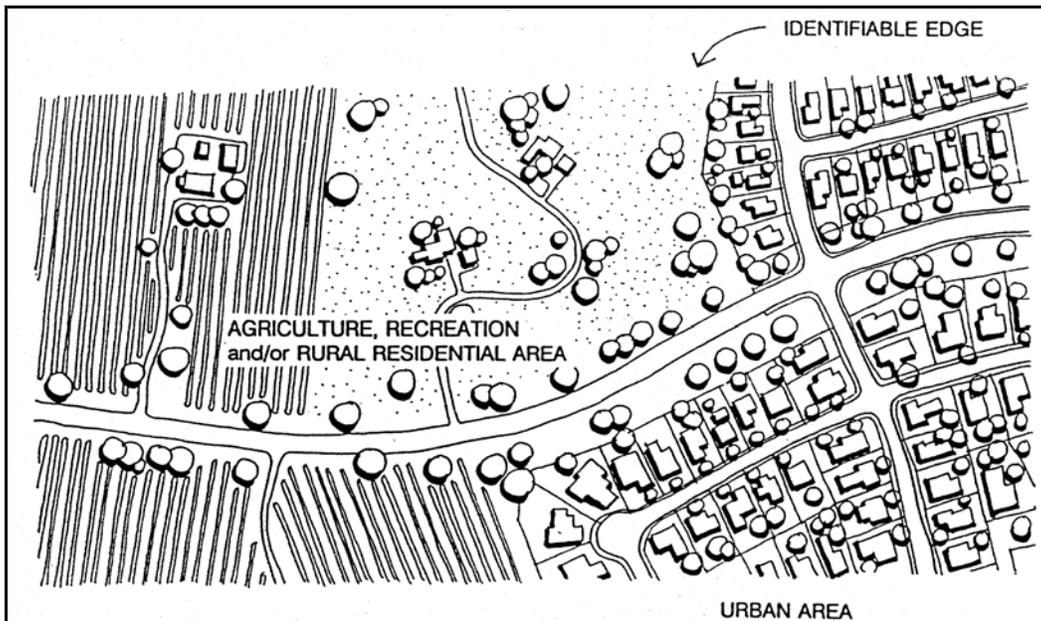


Figure 4-2: Rural Edge to a Community

For build-out, the number of people that can realistically be expected is estimated to be 75% of the theoretical maximum development that is allowed by general standards, due to various limiting factors. Build-out capacity represents the start of a transition to a stable, slower growing population as most of the existing parcels in the planning area become developed. It is only an estimate because each community will build out to a different degree, depending on such factors as its desirability, local business development and convenience to other marketing and employment centers.

Where and how development is allowed.

Land use category maps are adopted with this area plan that identify where general types of uses, such as retail commercial, residential or recreational uses are allowed. The full-size, official maps are available at the Department of Planning and Building for detailed viewing and purchase. They are also drawn in a reduced form at the back of this plan.

Each land use category allows certain uses that distinguish it from others, although many uses are allowed within more than one category. A new land use or development may be allowed within a particular land use category if it is listed within an allowable or special use group in Article 2 of the Land Use Ordinance. "Allowable" land uses must have land use permits as shown in 22.08.030 of the county Land Use Ordinance. "Special" uses may have their permit requirements set in Article 4 of the Land Use Ordinance.

The Land Use Ordinance also provides minimum standards for development and subdivision. These standards apply generally to site conditions throughout the county unincorporated area. Standards are adopted in the Land Use Ordinance. They apply to certain properties in response to more local conditions or issues than the more general Land Use Ordinance standards. Where they conflict with similar other Land Use Ordinance standards, the area plan standards prevail in recognition of local conditions. However, the area plan standards do not have similar precedence over other county ordinances.

B. RURAL AREA LAND USE

The rural area includes all of those lands outside of the Nipomo urban reserve line and the village reserve lines for Los Berros, Palo Mesa and Callender-Garrett villages. The primary land use is agriculture within the Los Berros, Nipomo and Santa Maria Valleys, with the steeper slopes of the Temettate Ridge east of Nipomo Valley providing substantial grazing capabilities and forming the scenic backdrop for the planning area. Some of this area is designated for rural residential uses on less productive agricultural land.

Rural commercial uses. Some non-residential uses may be accommodated within the rural land use categories provided that those uses support the local population with shopping and employment. Particular uses are listed for the Residential Rural category in that section.

Agriculture

The Agriculture land use category designates areas that have existing or potential production capability. Agriculture has historically been, and still is, the most widespread use of land in the South County planning area. Agricultural practices of varying degrees of intensity involve over two-thirds of the planning area. Any appreciable loss in viable farm acreage should be avoided.

Nipomo Valley. Most of the land east of Highway 101 and outside the Nipomo urban reserve line has been in long-term agricultural use, including ranching, orchards and grain crops. This land will be appropriate for continued long-term agriculture depending on continued larger property sizes, water supply and soil types.

Adjacent to Nipomo, commitments to agriculture have been made through voluntary property owner contracts in the county agricultural preserve program. These commitments should be bolstered by retaining the agriculture category next to the Nipomo urban area east of Highway 101. The Nipomo urban area has adequate build-out capacity so that expansion of urban development into agricultural lands in the Nipomo Valley is not necessary. Prime soils in the valley lands should be protected exclusively for agriculture. Large portions of the Nipomo and Santa Maria Valleys are in agricultural preserves and should be retained as primary farming areas.

Thompson Road Area. A re-configuration of parcels and permanent agricultural protection is envisioned for a 252-acre ownership that is northeast of Thompson Road, adjacent to Knotts Street in Nipomo. A portion of the property has been designated in the Residential Single Family category within the Nipomo urban reserve line. This area would be re-subdivided into larger agricultural parcels and committed to open space uses, transferring current residential entitlements into residential development within the urban area, except for those needed for agricultural purposes.

Nipomo Mesa. There are a wide range of agricultural uses occurring on the Nipomo Mesa. However, most of the area designated Agriculture on the mesa includes lands currently under agricultural preserve contracts. Noncontract lands include avocado and citrus orchards, tree farms and grazing land. As this land comes into the agricultural preserve program, the land use category should be changed through amendment to the Land Use Element to designate these lands in the Agriculture land use category.

Rural Lands

The Rural Lands category encompasses the rugged and rolling terrain of the Temettate Ridge and Newsom Ridge area north and east of Nipomo and the larger properties south of Nipomo along the Highway 101 corridor. These areas are generally in large ownerships and are used for grazing, watershed and, more recently, rural residential uses. The Rural Lands category provides for low density development where agriculture is not the primary use of land due to smaller parcel sizes, steep topography or poorer quality soils.

Inappropriate rural residential uses could dramatically change the present character of the rural landscape. Special uses such as dude ranches and camps may be appropriate in the mountainous rural areas, but must be compatible with the existing rural environment. The Temettate and Newsom Ridges are the scenic backdrop to the Nipomo Valley. Care should be taken to preserve their scenic qualities by carefully locating new roads and siting proposed buildings so they do not intrude on the landscape, but blend with it. Any cut and fill slopes should be replanted to reduce visual impacts.

Upper Los Berros Creek. North of Upper Los Berros Canyon Road, which is on the east side of Temattate Ridge, older land divisions were created without adequate access. Public road access should be secured to these parcels, and the capacity of Upper Los Berros Canyon Road for additional traffic to these parcels should be evaluated. One possible method of obtaining road access would be to require easements with any land use permits or subdivisions of intervening parcels. Associated with this technique would be formation of a road assessment district to acquire access to these parcels, as proposed in Chapter 5.

Orchard Road Area. Southeast of Nipomo, property development should occur at the larger parcel sizes allowed by the Rural Lands category to minimize the need for major road improvements to Orchard Road, to provide adequate area to separate residences from Highway 101, and to preserve the rural scenic quality of this south edge of the Nipomo Mesa and minimize noise conflicts with the existing auto racetrack. Specialized agricultural uses are allowed in this area.

Southland Street Specific Plan Area. Specific plan(s) are encouraged in the area shown in Figure 4-3 where more precise site planning, financing of public improvements and phasing of development can be considered than within this area plan. The portion of this area that is west of Highway 101 has significant potential to bring large scale light industrial and service commercial uses into the area. The specific plan(s) should be coordinated and accompanied by a development constraints analysis, market feasibility study and environmental impact report to determine the logical extent and location of development.

Southland Street Specific Plan objectives.

1. Service commercial and light industrial uses in business parks with integrated site planning, architecture and landscaping;
2. Incidental retail and service uses and open space amenities for employees of the site;
3. "Gateway" retail uses for travelers at a new Highway 101 and Southland Street interchange.
4. Circulation alternatives that will retain low traffic volumes within the South Oakglen neighborhood.
5. Full Highway 101 interchange with "hook" ramps as interim access.

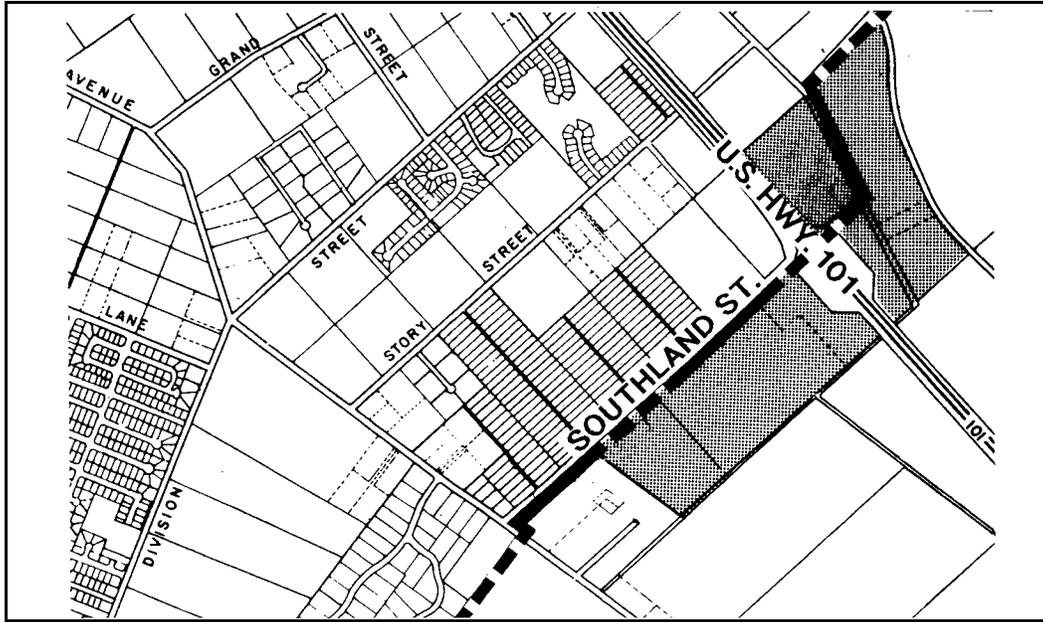


Figure 4-3: Specific Plan Area - Southland Street

Standards in Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area) require the preparation of specific plans, which have state-mandated content requirements, to identify the optimum types and intensity of these uses in association with residential areas on and off-site. Primary concerns for traffic impacts and transportation alternatives are reflected within the standards. The environmental impacts of the proposed specific plan will be evaluated during its preparation.

Residential Rural

Areas designated for rural residential uses will provide for estate-sized residential lots or small farms of five acres or larger. These areas are generally unsuitable for commercial agriculture because of topography, small property size, broken ownership patterns, and prior residential commitments.

Rural Services and Issues. Many of the rural residential areas are undeveloped and often lack adequate circulation and road improvements, including a lack of trails and areas for horseback riding that are associated with rural residential character. The rural residential density on the mesa recognizes that services are not generally available for higher densities and are not planned.

Rural residential homesites rely on individual wells to meet their domestic water needs and irrigate small orchards and gardens or supply water to livestock. Development pressure to further subdivide properties to suburban lot sizes less than five acres conflicts with the existing rural character, which is highly valued. A suburban water supply and delivery system would be inappropriate for parcels in this category.

The Residential Rural designation for this area recognizes both the potential for continued agricultural uses as well as potential development of large-lot rural homesites. The Residential Rural category recognizes that for this area the non-agricultural activities are the primary use of the land, but agriculture and rural residences may co-exist. (Amended 1985, Ord. 2215)

Subdivision Design. The rural character of this low-density area could deteriorate if standard subdivision practices continue to form large parcels without any variety, screening or buffering. Monotonous, grid parcelization and street patterns can be avoided with variations in lot geometry, curving street design, wide setbacks, identified building sites and landscaping plans designed in new subdivisions. Clustered land divisions are also encouraged to help retain more open spaces for resource protection, recreation or agricultural uses.

Non-residential uses allowed. Some non-residential uses are permitted to develop within the Residential Rural category that will provide convenience shopping and services and local employment. Unless noted otherwise, the uses would be subject to the requirements of Title 22, the Land Use Ordinance, for the type of permit and development standards to be met.

TABLE 4-2 SELECTED PERMITTED NON-RESIDENTIAL USES	
Selected permitted non-residential uses in the Residential Rural (RR) category:	Comments
Food and beverage retail sales	Retail trade establishments primarily selling food and packaged goods. Design to serve neighborhood needs.
Eating and drinking places	Restaurants; bars allowed only as accessory uses.
Outdoor retail sales	Limit to temporary retail trade, such as farmers' markets, seasonal sales, roadside displays.
Roadside stands	Temporary open structures for agricultural retail sales.
Home occupations	Home businesses that do not change the residential character of the building, with no display of products, and no outdoor activities on lots one acre or smaller.
Churches	Religious meeting facilities.
Outdoor sports and recreation	Limited to outdoor athletes facilities.
Rural recreation and camping	Camping, guest ranches, health resorts, etc.
Specialized animal facilities	Limited to equestrian facilities.
Schools	Pre-through secondary schools.
Business and vocational schools	Trade, music, dance and other specialized schools.
Bed and breakfast facilities	Dwellings of historical or architectural interest.
Public safety facilities	Fire stations, sheriff sub-stations.
Recycling collection stations	Temporary storage of recyclable materials for transfer.

Canada Ranch Specific Plan Area. An expansion of the urban reserve line north of Nipomo and west of Highway 101 should be evaluated to provide additional employment and associated residential development that will improve the jobs/housing balance within Nipomo. A specific plan should be prepared showing commercial retail, service commercial and light industrial uses on the large Canada ranch property northwest of Sandy Dale Drive and west of Highway 101, shown in Figure 4-4.

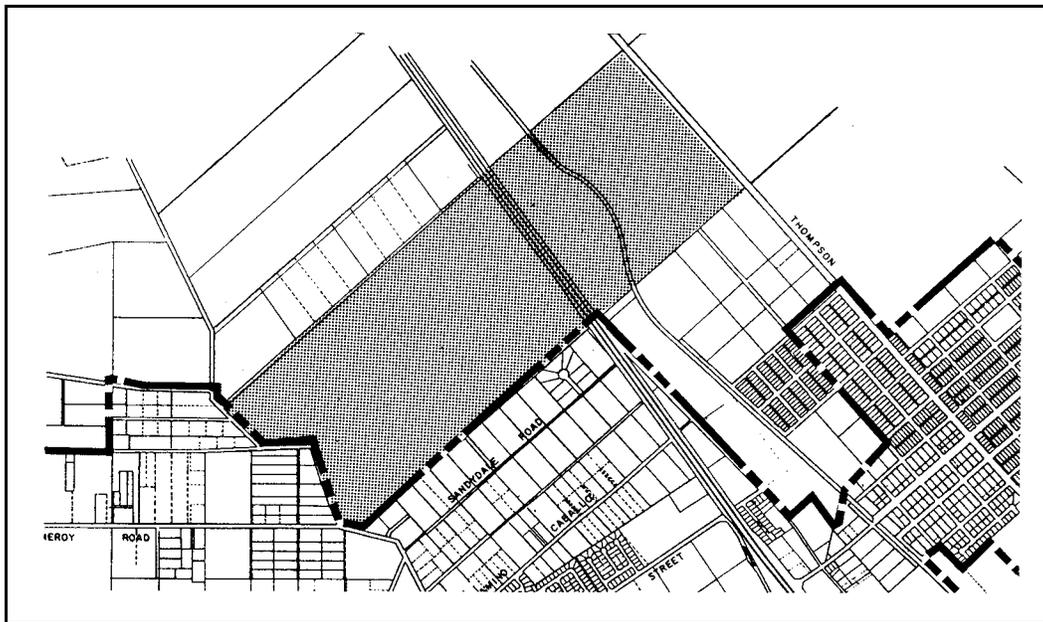


Figure 4-4: Specific Plan Area - Canada Ranch Property

The specific plan should determine the feasible extent of the job-generating uses as a first priority. Residential uses should be considered only in support of employment development. The property has a large oak woodland that should be evaluated for preservation as a long-term habitat. Due to its size, the site is also a potential location for a high school if feasible. A specific plan should be accompanied by market feasibility and fiscal impact studies and an environmental impact report to determine the logical extent and location of development.

Canada Ranch Objectives.

1. Service commercial and light industrial uses designed as business or office parks that have integrated site planning, architecture and landscaping;
2. Commercial retail uses to serve travelers at an interchange of Highway 101 and an extension of Willow Road, if the location is determined to occur on this property, as a gateway to the community and employees and users of the area;
3. Residential uses that are affordable to employees of the area, to be developed concurrently or in later phases upon the success of the non-residential uses.

Standards in Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area) require the preparation of specific plans, which have state-mandated content requirements, to identify the optimum types and intensity of these uses in association with residential areas on and off-site. Primary concerns for traffic impacts and transportation alternatives are reflected within the standards. The environmental impacts of the proposed specific plans will be evaluated during their preparation.

Prior to the adoption of any specific plans, any development of these larger holdings, such as the Canada Ranch property, may cluster the allowed density into smaller parcels to create neighborhoods within larger common open space areas. Suburban-scale clustered developments can maintain a rural character by fitting each project into the landscape and minimizing its visibility from public collector and arterial roads and highways.

Sheehy and Dana-Foothill Road Areas. East of Highway 101, the Residential Rural area along Sheehy and Dana-Foothill Roads will provide locations for rural homesites and agricultural uses. The upper area is located on the slopes of the Temattate Ridge, which is recognized by the county Agriculture and Open Space Plan as a scenic resource. Development in this area should be located in the least visible portions of sites, not on the ridgetops. The Residential Rural acreage was expanded in 1987 so that about half of the area is vacant, which should help provide enough land for this type of development.

Residential Suburban

Joshua-Hutton Road Area. One area is recognized for suburban residential development that occurs outside of either an urban or village reserve line. It is along Joshua and Hutton Road northwest of the interchange at Highways 101 and 166. The previous development of an old substandard subdivision and the lot split process led to a mixture of small lots and large undeveloped acreage parcels. Some of the area has residences located where they are highly visible and lack any apparent design consistency.

This suburban residential area should develop into a cohesive neighborhood with adequate roads, internal services and utilities. Most of the portion of the area located on the mesa has been subdivided in clustered land divisions. Agricultural uses on the prime agricultural land should be encouraged to continue in appropriate areas by utilizing methods including, but not limited to, clustered land divisions or transfer of development credits. Residential uses should be clustered through the remainder of the area and designed so as to be compatible with agriculture or other existing uses such as the auto racetrack. Existing nuisances and non-conforming uses should be abated.

Commercial Retail

The Commercial Retail category includes the site of the Los Berros store, a recognized historic use, is located on the south side of Los Berros Road just west of Milton Street. It is expected that this use will continue as a commercial establishment serving the rural Los Berros Valley and the northern portion of the planning area.

Commercial Service

Cuyama Lane Area. A commercial service area is located on the north side of the Santa Maria River, west of the Highway 101/166 interchange. This area, for the most part, has uses that do not depend on highway visibility for continued commercial success and have established a service commercial character. Future development should focus on service commercial or light industrial businesses. Visitor-serving uses should be limited to incidental traveler services and convenience uses for the area employees and neighborhood residents as well as tourists.

Property owners should work together to establish an identity for the Cuyama Lane area. Establishment of all uses should emphasize coordinated signing, landscaping, architectural design, drainage, and overall appearance from Highway 101. Property owners should work together to establish some kind of common identity for the area, rather than each business competing for maximum highway identification. Setbacks and habitat restoration and protection to Nipomo Creek should be taken into consideration as new development occurs.

Industrial

Highway 1. The strip of Industrial category area west of Highway 1 is a portion of a large ownership currently occupied by the Unocal refinery and the carbon coke plant, which are within the coastal zone. These uses occupy only a portion of the total area. This vacant area provides a desirable buffer from adjacent uses and an area where wind-carried pollutants can be deposited on-site, thereby not affecting neighboring properties. This is particularly important to the agricultural uses in the Santa Maria Valley. This industrial area is related to the Industrial category in the Callender-Garrett Village, which is also in the coastal zone.

Recreation

The Recreation category designates private and public land for a variety of recreational uses. Potential public recreation is addressed as well in the county Parks and Recreation Master Plan, Trails Plan and Natural Areas Plan. The concepts for recreation within these documents are to locate sufficient areas for organized and passive recreation that are convenient for South County residents, and which should be linked by road-side pathways or specially designated trails as much as possible. Additional areas should be studied for recreational pursuits through new development proposals and dedications of land.

Brushpopper's Arena. Equestrian activities are popular in the planning area. However, there is only one publicly owned arena for horse training and shows outside Nipomo Regional Park. Known as Brushpopper's Arena, the site is located between Palo Mesa and Callender-Garrett Village areas on the east side of Highway 1, as shown in Figure 4-5. Because the site is owned by the city of Arroyo Grande, a cooperative effort should be made by the city and county to secure its long-term status as a public park and equestrian center.

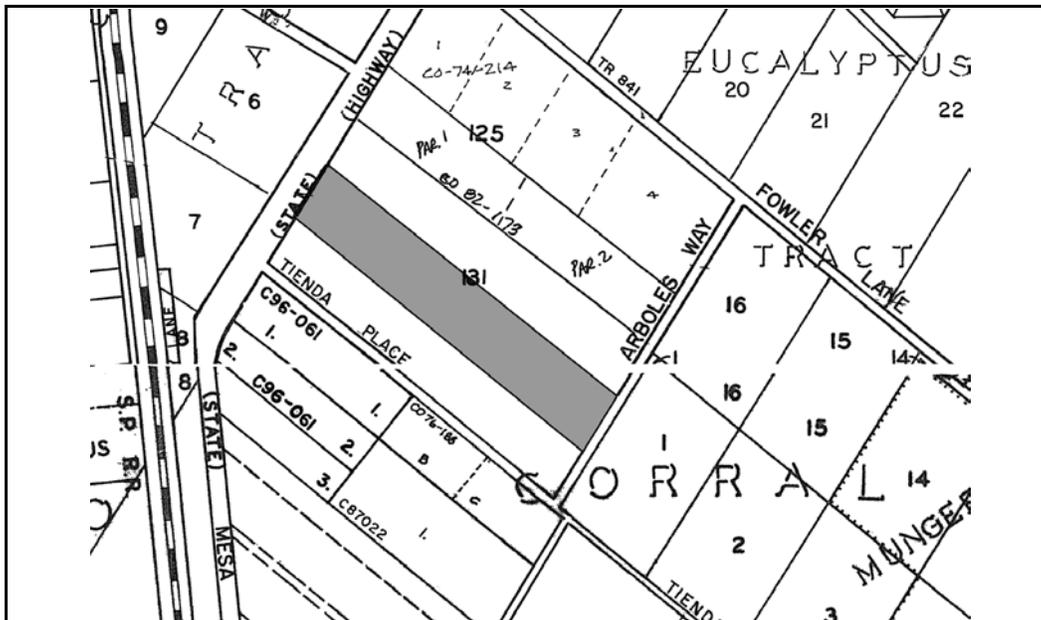


Figure 4-5: Brushpoppers' Arena

Santa Maria Speedway. An auto racetrack is located south of Nipomo on Hutton Road. The grandstands and racetrack are bounded on three sides by steep slopes that act as a noise and visual buffer from nearby suburban residential uses. The site may provide a suitable location for concerts and other performances. Future additional development should upgrade the appearance of the grandstands and facilities due to their high visibility from Highway 101. Particular attention to landscaping with large trees will eventually partially screen the site to reduce its visibility.

Bartleson Ranch. Golf course development is allowed on a property between Highway 101 and Los Berros Road, to provide a rural recreational use south of Arroyo Grande. Related activity is encouraged, such as an eating place, health and athletic facilities that are predominately outdoor, overnight lodging and equestrian facilities and trails. Residential development is limited to a maximum range of 40 to 50 dwellings, depending on site constraints, service capability and evidence of a long-term, sustainable water supply as determined through a Conditional Use Permit. Future residential development shall be carefully sited to minimize potential visual impacts from Highway 101 and shall provide for adequate sewage disposal systems.

C. VILLAGE AREA LAND USE

The South County planning area contains five identifiable villages: Black Lake, Woodlands, Los Berros, Palo Mesa and Callender-Garrett. Each is defined by a village reserve line that distinguishes the village from surrounding rural portions of the planning area.

Neighborhood-serving Uses Encouraged. Each village's suburban character can be enhanced with convenient neighborhood-serving uses that support the local population and provide employment opportunities. Some areas also have substantial industrial or recreational uses that will need commercial support. Non-residential uses are currently allowable within the village Residential Suburban category with land use permit approval as listed in Table 4-2 for the Residential Rural category.

BLACK LAKE VILLAGE

Black Lake Specific Plan Area. The Recreation category is applied to the existing Black Lake Golf Course and adjacent land to the east. These properties, including the existing golf course, contain a residential/recreational development integral to the golf course. The area includes approximately 515 acres and is bounded on the east by Pomeroy Road, on the south by Willow Road, on the west by the westerly edge of the existing Black Lake Golf Course at Via Concha, and on the north by Black Lake Canyon. (Amended 1984, Ord. 2190)

The Black Lake Specific Plan was adopted by the Board of Supervisors in 1983. It covers all the affected properties and clearly defines the development concept to be utilized. It determines the types of housing units to be constructed and also sets out the procedures for implementing the project, including a phasing plan. All properties covered by the specific plan are required to develop under the plan provisions. (Amended 1984, Ord. 2190).

CALLENDER-GARRETT VILLAGE

The Callender-Garrett Village includes about 700 acres intended for suburban homes and industrial development. It is generally a semi-rural area developing at low suburban densities. These densities should continue in light of the legislated status of Highway 1 as a two-lane road and the limited capacity of the long-term water supply.

There are three different sub-areas in the village: Between Callender Road and Black Lake Canyon is a mixture of residential, agricultural and vacant lands, with parcels ranging in size from small urban-size single-family residential lots to parcels in excess of twenty acres. The area between Callender Road and Highway 1 has experienced recent development of 2.5 acre parcels. Much of it is covered with eucalyptus groves, but substantial areas have also been cleared of vegetation and parcel sizes generally range from 2.5 to 40 acres. The area south of Highway 1 is generally known as the Garrett Tract and is located within the coastal zone and is addressed in the LCP coastal portion of the South County planning area.

Efforts should be commenced by the county to obtain a legislative change to the coastal zone boundary from Highway 1 to the rancho boundary that goes from the PG&E substation south. This would put the entire village in one planning area for better coordination of village-wide planning and decision making. It would also encourage the upgrading of both industrial and residential properties by eliminating a more costly permit process. The properties west of Highway 1 between the PG&E substation and where the rancho line crosses Highway 1 have little or no bearing on coastal access.

The village area is generally characterized by scattered development, undeveloped or inadequate roads, and lack of adequate infrastructure. Each of the two sub-areas outside the coastal zone experienced property breakdowns through the lot split process as well as isolated pockets of old substandard subdivisions, resulting in a mixture of small lots and large undeveloped acreage parcels.

This development pattern has led to a mixture of uses that are often incompatible with one another. For instance, there is a pocket of small lot single-family residences north of Callender Road in an otherwise suburban residential-type setting. Highway 1 runs through the village, with access to it from many of the adjacent fractured properties. Existing nuisances and substandard structures should be abated to create the attractive living environment found to be so desirable on the Nipomo Mesa.

A village center is encouraged to be planned on a property where a mix of residential, public, commercial and other uses may be designed to integrate well with the existing rural character. A phased specific plan for such properties would study the best related uses, their scale and fit among each other, and propose amendments for land use categories, such as Commercial Retail, that would allow more uses than listed above for the Residential Suburban category. The commercial, service and public scale of such centers should be primarily subordinate to and serve the local neighborhood rather than the larger Nipomo Mesa. A village center is envisioned to be an activity center with adjacent residential densities that support housing for a mix of incomes.

Residential Suburban

Black Lake Canyon Rim. Most of the village is included in this land use category. Some of the properties lying north of Callender Road are already broken down into lots less than one acre in size. Additional lots of this size are not permitted in this land use category, however, lots as small as 2.5 acres could be acceptable. The configuration of many of the properties is such that access to new lots will most likely be from cul-de-sac streets off of Callender Road. Lots that extend into Black Lake Canyon should be large enough so that development can be located at least 50 feet south of the rim of the canyon. Individual wells and septic systems and habitable structures should not be located in the canyon.

South of Callender Road. The area extending south from Callender Road to Highway 1 has been developing on a grid pattern that leads to 2.5 acre minimum lot sizes. This lot size has established the pattern for the local street system that would seem to make it impractical to develop lots smaller than 2.5 acres. The larger undivided lots should be developed so that adequate internal circulation can be provided.

Two areas are designated for one-acre lot density. The first is at the east end of the village adjacent to Guadalupe Road. The other, at the west end of the village, includes an ownership of the Callender townsite that is inside the coastal zone. The portion of this property that is within this planning area is suited for a resubdivision of the 88 townsite parcels, so that most of them could be resubdivided and located in the Residential Suburban category. Standards in Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area) would only allow a one-acre density on this property through the resubdivision of the townsite.

Design Concerns. Since the area is bounded on both the south and west by Highway 1, particular attention must be given to the location of access points in future subdivisions. Newly-created lots should have access from interior residential streets, not direct access onto Highway 1. Lots adjacent to the Industrial category along the west portion of the suburban area should be designed to provide more than minimum rear yard setbacks in order to provide added separation from adjacent industrial properties.

Industrial

The area that is designated Industrial is located north of Highway 1 and is partly developed. Access to future development should be from combined access roads to minimize the number of access points to Highway 1. Industrial uses should be carefully screened from Highway 1 with extensive landscaping to preserve the scenic rural character of the roadway. Future industrial development should also provide screening and buffering by wide setbacks and fencing from the adjacent residential properties. Uses should be limited to "light" non-polluting industries that will not affect the residential area.

LOS BERROS VILLAGE

In 1878, portions of Rancho Nipomo were subdivided by H.C. Ward into 76 tracts ranging in size from 150 to 900 acres. In 1887, Louis Castro re-surveyed Lots 15, 19 and 20 into 66 lots ranging in size from six to 225 acres. This survey was called Los Berros Tracts. In March 1888, A.H. Armstrong and F.A. Bardwell re-surveyed Lots 44 through 63 of the Los Berros Tract into 28 blocks of 12 lots, each lot approximately 50 feet by 140 feet and also created four larger and undivided lots. This survey was called Los Berros Town.

In 1951, portions of Lot 29 were resurveyed, creating three large lots. In 1964, blocks five and six were resurveyed creating two large lots and vacating portions of Lyman Street. Between 1966 and 1974 there were lot splits of the larger undivided blocks. The remaining configuration of property ownerships in the area is the result of multiple lot ownerships and apparent use of the street rights-of-way.

Residential Suburban

Los Berros townsite consists of approximately 29 blocks of platted urban-size lots (50 feet by 140 feet), many of which still remain in ownerships consisting of entire blocks. Twenty-six of the blocks are 3.7 acres in size. Ten blocks on the west side of the townsite are in agricultural preserve and have been excluded from the village reserve line. Existing development in the village consists of residences, several nursery greenhouses, small orchards and row crops.

As the village has developed, homes and roads have been constructed that do not appear to accurately relate to the underlying lots and roads of the old subdivision. It appears that a re-subdivision of the village would be in order, to resolve property disputes and to create lots that properly reflect ownership patterns and the actual location of structures and roads.

The Los Berros Valley has very good soil and the area has been used for intensive farming for many years. However, the picturesque little valley has also been very inviting for development of homesites, thereby placing agricultural and residential uses in direct competition for water resources, the resource needed if either land use type is to exist. Many of the domestic wells in the village are old and relatively shallow and they have experienced pumping problems when the larger, deeper agricultural wells are pumping to irrigate crops.

In addition to water problems, the valley soils are marginal for use of septic systems. As the small lots were developed with homes, the septic systems began to experience failures that had the potential for contaminating the water supply.

The Board of Supervisors established a lot-combining ordinance for the townsite that required a minimum building site of 2.5 acres on properties west of Eastman Street and a minimum building site of 1.0 acres on properties located east of Eastman Street, to minimize the number of septic systems. This standard was amended in 1986 to allow one-acre building sites on blocks 8 and 17 west of Eastman Street as an adjustment to allow a small amount of additional development. This plan allows one-acre building sites throughout the village in recognition that few additional dwellings will result in addition to the previous amendment's allowance.

The village is expected to remain a suburban area, with a mixture of agricultural uses. There is a very small area at the southeast corner of the village reserve line that is designated Residential Rural. The southerly portion of these properties rises steeply to form the edge of the Nipomo Mesa, and parcels should be kept in larger sizes. A community water system should be developed to provide adequate water storage and distribution, replacing the many older shallow wells that provide only marginal service.

PALO MESA VILLAGE

The Palo Mesa village reserve line encompasses approximately 918 acres on the northwest corner of the Nipomo Mesa around the intersection of Halcyon Road and Highway 1. The village presently consists of a small market, a real estate office, nursery, single family subdivisions, a mobile home park, scattered residences on suburban-sized lots and undeveloped acreage parcels. Several small water companies have been consolidated into one. The entire village utilizes on-site or community septic systems for sewage disposal.

Residential Single-Family

This land use category covers existing developed subdivision east and west of Highway 1 and a few vacant larger parcels. It is not recommended that single family densities be further expanded in the village, because traffic increases could cause significant congestion on local roads, and full urban services are not available.

Residential Suburban

The majority of land in the village is designated for suburban development. There are existing residences scattered throughout the area but many of the properties are undeveloped. There are homes constructed in the Ocean View Acres tract and some of the original lots have been split into smaller parcels. Further lot splits of the parcels along north and south Grand View Avenue do not seem appropriate since the homes all rely on individual wells and utilize individual septic systems. More dense development will also alter the suburban character of the area.

The Mesa Dunes mobile home park is located approximately in the center of the village. The park has been approved to be built in two phases; however, only the first phase has been constructed, and it contains approximately 198 units.

There is a lot of interest in equestrian activities throughout the Mesa area. There is the very popular Brushpoppers' equestrian arena located outside the southern portion of the village area. As suburban areas develop, an equestrian trail system should be constructed to link the residential areas to the arena and to other riding trails in the area.

Commercial Retail

The commercial designation at the intersection of Highway 1 and Halcyon Road recognizes its importance as a transportation focal point that can serve the neighborhood and the west Nipomo Mesa. As the population increases, commercial uses should be directed toward meeting the daily convenience needs of village and mesa residents. Future commercial structures should be designed with a small-scale village character, located close together with parking at the rear or side. Upstairs residential uses should be encouraged to provide affordable housing for employees.

Public Facilities

This designation is applied to the Mesa Middle School, a part of the Lucia Mar Unified School District. The site can also serve in conjunction with a neighborhood park, which the village needs.

WOODLANDS VILLAGE

The Woodlands Village includes about 957 acres intended for recreational resort uses, business parks, commercial retail, single family and multi-family development. The village is located east of Highway One on the southwestern edge of the Nipomo Mesa. Development of the village is subject to the standards set forth in the Woodlands Specific Plan.

The Woodlands Specific Plan sets out residential clustered neighborhoods situated to maximize open space access and to encourage pedestrian and bicycle linkages to a village center and business parks through natural areas. The mixed-use village center will provide neighborhood-serving needs to both visitors and residents by providing personal, civic, and recreational services. The open space land throughout the village promotes recreation through a provision for golf courses, resort development, habitat areas and a mix of equestrian, pedestrian and biking trails. Business park uses have been planned as part of the specific plan to provide the opportunity for additional employment on the Nipomo Mesa. A mix of housing types and lot sizes allow for varied lifestyles in the residential neighborhoods.

Land Use

The majority of the village is within the Recreation land use category with portions in the Commercial Retail or Commercial Service land use categories as shown on the Official Maps. The allowed uses are established by the Woodlands Specific Plan. The Recreation land use category is refined into four land use types: Residential, Recreation, Public Facility and Open Space.

The Residential land use area is divided into single family and multi-family. The single family residential land use areas makeup approximately 303 acres and are dispersed through the village. The Multi-Family residential land use area is located in the village center and comprises about 4 acres. The residential land use areas are clustered into individual enclaves, with lot sizes ranging from large 1-acre lots to high density housing up to 20 units per acres.

The commercial land use areas are located in the 12 acre village center, a 19 acre business park near Highway One, and a 3 acre business park near the village center.

The public facility land use area includes 10 acres in the southwest corner of the village that is the location of a wastewater treatment facility. Another 10 acres is set aside for a public park in the eastern area of the site.

The Recreation and Open Space land use areas consists of 538 acres of the site. These designation includes golf courses and a 28 acre resort south of the village center. A Sensitive Resource land use area is designated in order to preserve Monarch butterfly overwintering habitat in the central portion of the village.

A Flex Zone covers a 13 acre residential area at the eastern side of the village. Its purpose is to provide additional business park land in the event that the business parks and village center areas are successful and demand dictates a need for additional business park land.

[Added 1998, Ord. 2847]

NEW RURAL VILLAGE

In addition to the three existing villages, an additional rural village is encouraged to be developed within the west Nipomo area, shown in Figure 4-6. The purpose of the rural village strategy is to recognize that large parcels on the western Nipomo Mesa will fracture under inevitable growth. This unplanned fracturing will result in a built environment that could threaten the rural charm of the Nipomo Mesa. The rural village concept offers an alternative planning tool that will benefit the community and the environment, and it will provide an incentive for large blocks of land to participate. Another purpose for a rural village is to respond to the employee housing needs of potential nearby resort and recreational development.

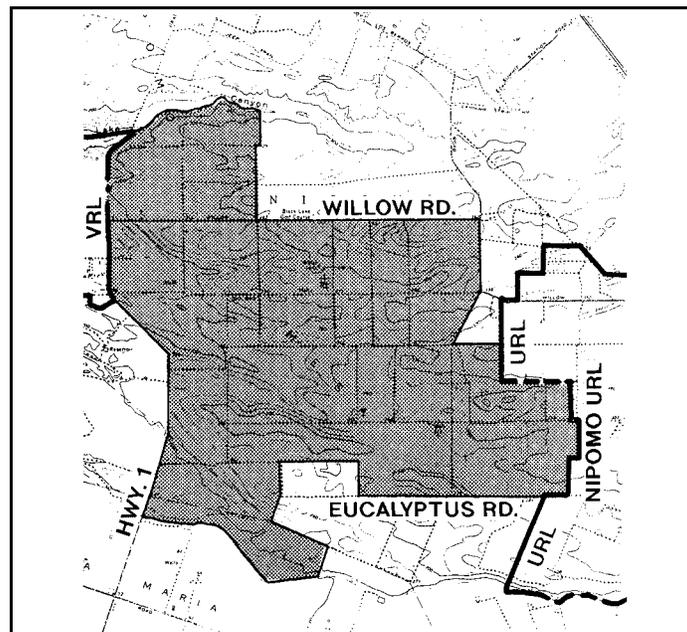


Figure 4-6: Area in Which a Rural Village May Be Proposed

Village Design. The rural village should be designed within a minimum set of site planning criteria, as shown in the village standards in Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area). A rural village should be designed as a compact, internalized neighborhood, with strong focal points and central recreational facilities and amenities. There should be provisions for pedestrian and equestrian circulation throughout the village, as well as around its perimeter. A buffer area should be designed between the major road network and the site, within which pedestrian and equestrian paths would provide linkages to other destinations in the area.

Village Planning. A specific plan application is required by area plan standards in Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area) for consideration of a rural village, to be reviewed concurrently with the necessary general plan amendments and subdivision maps. The specific plan will address both on and off-site issues concerning site planning and development, financing of improvements and evaluation of the potential implementation of a transfer of development credit program.

D. NIPOMO URBAN AREA LAND USE

The community of Nipomo comprises the only "urban" area within the South County planning area. The Nipomo urban reserve line encompasses approximately 3,951 acres. There are no major topographical features that will affect the extent and density of development. The major determinant of urban development will be the availability and feasibility of community services, especially water supply, sewage disposal and transportation improvements. (Amended 1986, Ord. 2270)

The build-out potential for the Nipomo urban area is 24,032 people, which is slightly less than the potential population in the 1980 plan. While some areas are recognized for continued low-density subdivisions, other areas are planned for more units per acre, near employment areas. Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area) contains detailed standards for the allowed densities.

Concepts for Nipomo.

The conceptual plan for Nipomo that is illustrated in Figure 4-7 shows the concept of neighborhoods adjacent to an expanded central business district. This plan will encourage more convenient distances between residential living and shopping and working, with the intent of reducing the need to commute by automobile. The concept will also help obtain fixed-route transit service as development continues. Service commercial and industrial areas are located close to residential areas, relying on setbacks, landscape buffering and site design in planned projects to achieve compatibility.

With the current availability of the community sewer system, development is expected to be concentrated near or within the Central Business District, which should also provide an orderly and convenient distribution of buildings. Residential development is encouraged to be a part of commercial and office projects to form mixed-use development. These projects should be oriented to the housing needs of employees in the vicinity.

The street system should be designed to provide multiple access routes through the neighborhoods to the central business district. The land use categories within the CBD anticipate a block pattern of development continuing on the east side of Highway 101 and evolving on the larger properties of the west side. Streets should be dedicated along the existing lot boundaries to form regular blocks.

A strong public interest exists in retaining the open, suburban character of Nipomo. Lower density development in a band of the Residential Suburban Land Use category surrounds most of the community. However, within the Residential Single Family and Residential Multi-Family categories, greater densities will increase and reduce the suburban character in exchange for more affordable and convenient housing. Some elements of suburban character can be retained and encouraged with the inclusion of the following guidelines:

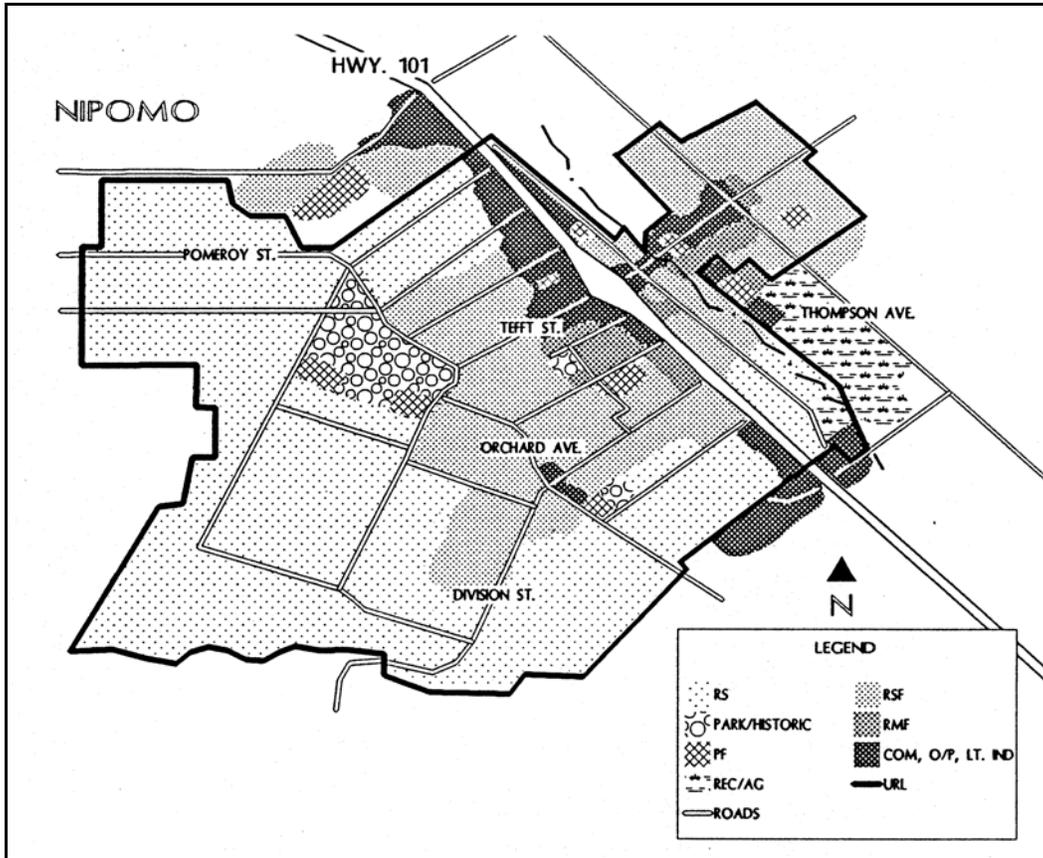


Figure 4-7: Conceptual Plan for Nipomo

1. The next review of the County Master Parks and Recreation Master Plan for Nipomo should include the addition of small parks in this area. Park fees that are generated from this region should be utilized in the higher density areas in the urban core.
2. Suburban character can be enhanced through curvilinear street layout, wide and varied building setbacks, dense landscaping, and multi-use paths along streets. The street circulation in this area should be designed to connect neighborhoods with shopping areas, parks and schools to provide a pedestrian environment.
3. Open space can be retained by developing community drainage basins that detain area-wide storm water, or by installing smaller basins within new subdivisions to reduce area flooding. Drainage basins should be designed to allow for multiple uses when feasible.
4. As projects develop, attention to open uses should be evaluated to maximize the quality of life.

LAND USE CATEGORY	RESIDENTIAL DENSITY
Agriculture	Two dwellings per 320 to 20 acres, depending on soil or agricultural operation.
Residential Suburban	One dwelling per 2.5 acres with individual water well and septic system; 1 acre with a community water system.
Residential Single Family	One dwelling per acre to 6,000 square feet, depending on water supply and sewer service.
Residential Multi-Family	10, 15 or 20 dwellings per acre in different areas shown in Figure 4-11.
Non-residential Categories	Dwellings are allowable as incidental uses to a commercial or office development.
Commercial and Office and Professional Categories	Dwellings are allowable as incidental uses to a commercial or office development.

Residential Density. Residential development is allowed at different densities, or number of dwelling units per acre, in the land use categories that are in this plan. For more information on allowable densities, refer to Framework for Planning - Inland Area.

Neighborhood non-residential uses are allowed. Some neighborhood commercial uses are allowable through performance standards in the Land Use Ordinance. Small businesses that provide convenient goods and services are particularly encouraged. These uses are encouraged to locate within neighborhoods as stand-alone or mixed uses with residential components. Uses that are allowable in the Residential Single Family category include food and beverage stores, personal services, outdoor sports and recreation and churches. These and other uses may be found in Article 2 of the Land Use Ordinance.

Agriculture

There is one area designated as Agriculture within the Nipomo urban reserve line, located east of Blume Street on Grande Avenue. The property is covered by an agricultural preserve contract, and the site is developed with greenhouses. If the owner decides to terminate the agricultural preserve contract in the future, the Land Use Element should be amended to another land use category.

Residential Suburban

The Residential Suburban category includes about two-thirds of the residential land in Nipomo. Development on one-acre lots has concentrated along Tefft Street west of Las Flores Drive, utilizing a private community water company. Another concentration of one-acre parcels is located along Pomeroy Road north of Camino Caballo, using water from the Nipomo Community Services District. Both of these areas can accommodate additional infill development with present standards that require drainage controls and incremental road improvements.

West of Osage Road Area. An area west of Osage Road has an existing 2.5-acre parcel size limitation adjacent to the urban reserve line. This reduced density will establish a gradual change from the one-acre suburban character within Nipomo to the five-acre Residential Rural density outside the urban reserve line.

Improvements Needed. Some of the under-developed areas have inadequate and substandard road development, such as the Calimex Plantation Tract "D" and the area south of Oak Ridge Road. Assessment districts to upgrade the roads and area drainage should be considered by the property owners.

South Oakglen Avenue Area. East of Highway 101, the Residential Suburban area along South Oak Glen Avenue is developed with scattered residences and light agriculture uses, including some Christmas tree farms. Emphasis should be placed on keeping the suburban character with a mix of agricultural uses. The area is appropriate for further planning for a neighborhood park and linear parkway to connect the neighborhood with a path on the easterly side of the creek. This park and pathway system could provide for neighborhood recreation and alternative access to downtown.

The Nipomo Community Services District boundary presently includes a group of small lots north of Amado Street on the east side of South Oak Glen Avenue that should be served with district water and allowed to develop. The remaining properties are all larger parcels and are not included within the district boundary. They should continue to be served by individual wells and septic systems and not included into the urban services line in the near future.

Residential Single-Family

The Residential Single-Family category (RSF) covers about 26 percent of the land designated for Residential use in Nipomo. Existing development is concentrated in widely separated areas: Juniper Street, Division Street, and east of Highway 101.

The designated single-family residential areas include large blocks of undeveloped land that will accommodate the majority of population growth. These areas are conducive to block development, with neighborhoods separated from major streets yet accessible for pedestrians by open cul-de-sacs within the right-of-way, as illustrated in Figure 4-8.

Well-designed subdivisions with standard improvements and lots nearer the minimum size allowable for single-family developments should be encouraged. Mobilehome parks and manufactured housing within small-lot subdivisions are allowed to provide affordable housing. Such projects can provide home ownership opportunities for people with low and moderate incomes. Projects should be encouraged to be owner-based, without land rental involved. Within Nipomo, parcels with 10,000 square feet are eligible for secondary dwellings to provide small rental units. [Amended 1997, Ord. 2800]

Several areas have a suburban character that should be retained with larger lot sizes than normally allowed in the Residential Single Family category. Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area) includes a density limitation of two dwelling units per acre for areas, as shown in Figure 4-9, along Grande, Division and Southland Streets that have half- and one-acre parcels, and it applies to the east side of South Oak Glen Avenue. A 10,000 square foot parcel size limitation applies in the area between Tefft and Division Streets and Orchard Avenue and Hazel Lane. [Amended 1997, Ord. 2800]

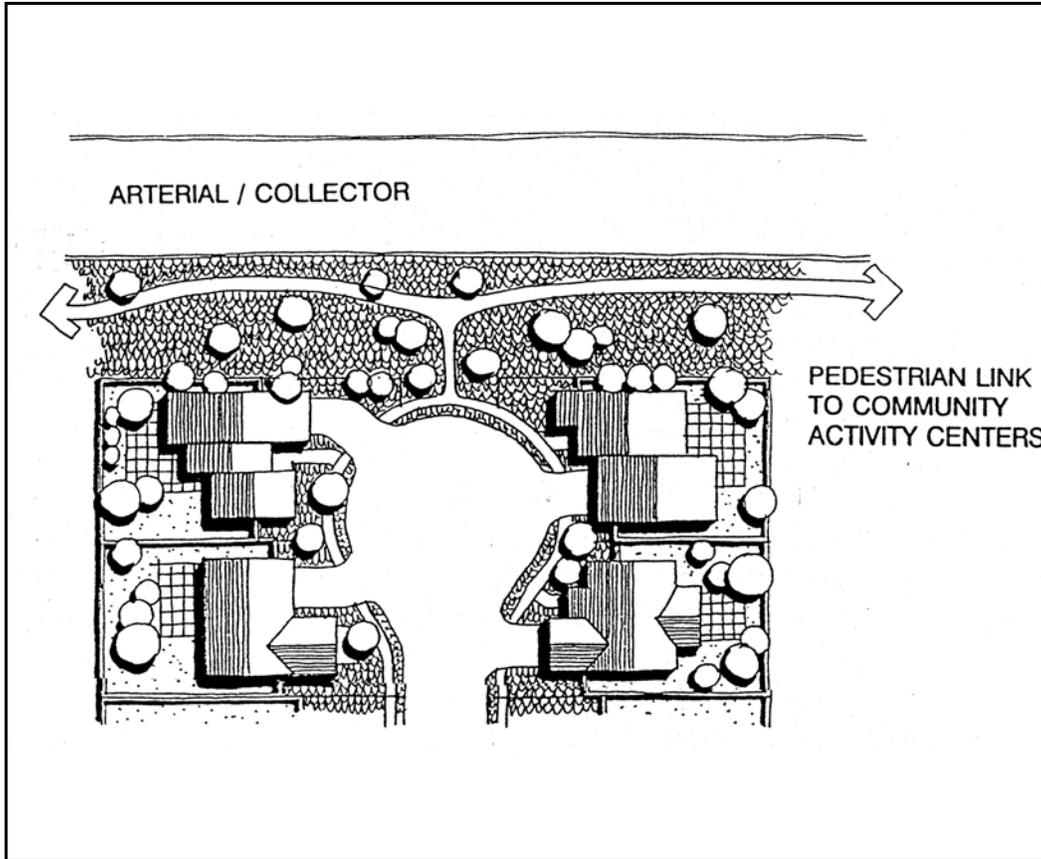


Figure 4-8: Cul-de-Sac Pathway

Mobilehomes are presently found in four major concentrations; Galaxy Park, Nipomo Palms, Black Lake Estates and Folkerts Oaks Park. Galaxy Park is the largest of these mobile home subdivisions, with several hundred units. Except for the type of dwelling units, all four of these areas are similar to single-family housing tracts.

Area Improvements Needed. The appearance and condition of residential areas is a continuing concern. Many families live in substandard and dilapidated housing, and many areas also lack adequate paved streets, curbs and gutters. Untidy yards also contribute to a poor visual appearance. The residential neighborhoods should develop preservation programs for area improvements, especially in the small lot areas east of the freeway. Incompatible uses and structures should also be abated. A program could gain assistance from the private and public sectors for a long-term series of scheduled workdays and contests that could combine with fairs or celebrations to motivate participation. Events could focus on such activities as the removal of trash and abandoned cars, fixing or building fences, or renovating buildings and installing landscaping.

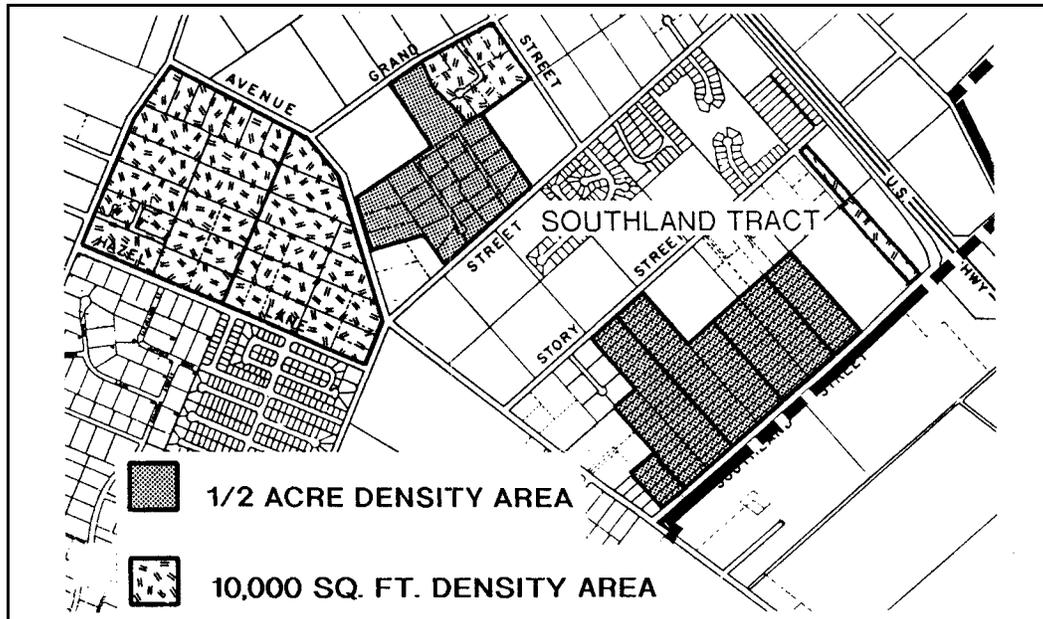


Figure 4-9: Low Density Single Family Areas

The area between Highway 101 and South Oakglen Avenue is very visible from the highway and exposed to traffic noise from the freeway. Screening and buffering to reduce visibility and noise should be incorporated in new development. However, much of the area is already subdivided and developed, and individual property improvements may not occur with building permits for new dwellings. This area houses many lower-income residents in a mixture of single-family dwellings and mobilehomes. Many structures are in a dilapidated condition, and the streets are in poor condition. The upgrading of this area can be accomplished in three ways, 1) the development of a neighborhood watch program, 2) the formation of a redevelopment agency, and 3) the application of consistent enforcement policy regarding health and safety codes.

Southland Street Area. Southland Tract A, between Southland and Story Streets, is an old subdivision with lots approximately 75 feet by 290 feet, and undeveloped roads that are platted at a width of 20 feet. These lots are too long and narrow for suburban development and too large for efficient and affordable urban residences. Land divisions should not be allowed under the existing 20,000 square-foot parcel sizes until full urban services are provided. When both water and sewer service are provided by the Nipomo Community Services District, 10,000 square-foot parcels should be allowable. Additional streets should be developed with land divisions at that time in order to provide street access to all parcels.

Knotts Street Area. An area that is southeast of Knotts Street and northeast of Thompson Road is an expansion of the urban area to accommodate a transfer of current residential entitlements from the same ownership of approximately 252 acres adjacent to the urban area. The transfer would re-configure the current subdivision of the property and move non-conforming rural parcels into the urban area. It would create a larger agricultural entity and provide for permanent open space protection as a "greenbelt" next to this part of the community. Rural parcel sizes consistent with the Agriculture category should continue in this RSF area until such a proposal is made. A maximum urban density should be limited to a 46 residences within this area. A neighborhood park dedication should be considered within or contiguous to this area because it provides open land for this purpose, it is adjacent to an existing single-family neighborhood that is deficient in parkland, and the designated RSF acreage is sufficient for neighborhood open space as well as the appropriate number of residences.

Residential Multi-Family

Multiple family development should provide lower cost rental or ownership opportunities. Large-lot areas are designated close to employment areas, as shown in Figure 4-10, that should be developed at moderate densities of 15 to 20 dwellings per acre. This density will enable some affordable housing, minimize long-term impacts on resources such as roads and water supply and provide open areas consistent with the urban character of existing neighborhoods.

Some areas are designated in Figure 4-10 for multi-family development at a low density of 10 units per acre, which will enable detached or attached (zero lot line) single-family houses on small lots. These areas will have more of a single-family character than the medium density multi-family category shown in Figure 4-10. Bonuses for more development above these levels are available in return for additional smaller units or for units that are affordable to very low income households.

Design Concerns. Care should be taken to retain portions of the existing Eucalyptus groves as integral parts of open space that is required within overall site design.

Future developments should be heavily screened and landscaped along the freeway and there should be ample recreation spaces provided, with pedestrian and bicycle paths through the area. An architectural character should also be developed that will give the area a distinct identity to which the residents can relate.

The multi-family area that fronts Sparks Street should be developed to provide a pedestrian connection to the nearby commercial area along Nipomo Creek. Because the area along Price Street is already developed with single-family homes, the density of new development should be moderate at 15 dwellings per acre to minimize a change in existing neighborhood character. The streets should also be improved to county standards, with curbs gutters and sidewalks.

Recreation

Recreation facilities in Nipomo will continue to be primarily oriented to residents rather than tourists. Nipomo Regional County Park occupies 130 acres at Tefft Street and Pomeroy Road. Recreation facilities presently include playgrounds, ball fields, courts, picnic areas, and a charro arena. Diverse activities and facilities are planned for various sports. Equestrian trails and jogging paths should also be provided. The regional park will provide community facilities for the northwest portion of town, but it must be augmented by additional neighborhood parks to serve east and southwest Nipomo. These parks should be provided adjacent to and as part of the recommended school facilities, in the locations shown on the Combining Designations map and dispersed in neighborhoods to locate play areas within convenient walking distance of homes.

Future Parks Needs. The County Parks Master Plan further identifies community needs and suggests financing opportunities. More parks are needed in south county if the criteria in Framework for Planning - Inland Area are applied. The Parks Master Plan contains specific methods for providing more parks. The plan's supporting data indicates that there are no neighborhood parks in Nipomo, but the current need is for at least 82 acres with a projected need for 213 acres by year 2010. The Nipomo Regional County Park provides 132 acres for regional park needs, which is 10 acres less than needed. By 2010, the need for regional park land will increase to 576 acres if population increases as projected.

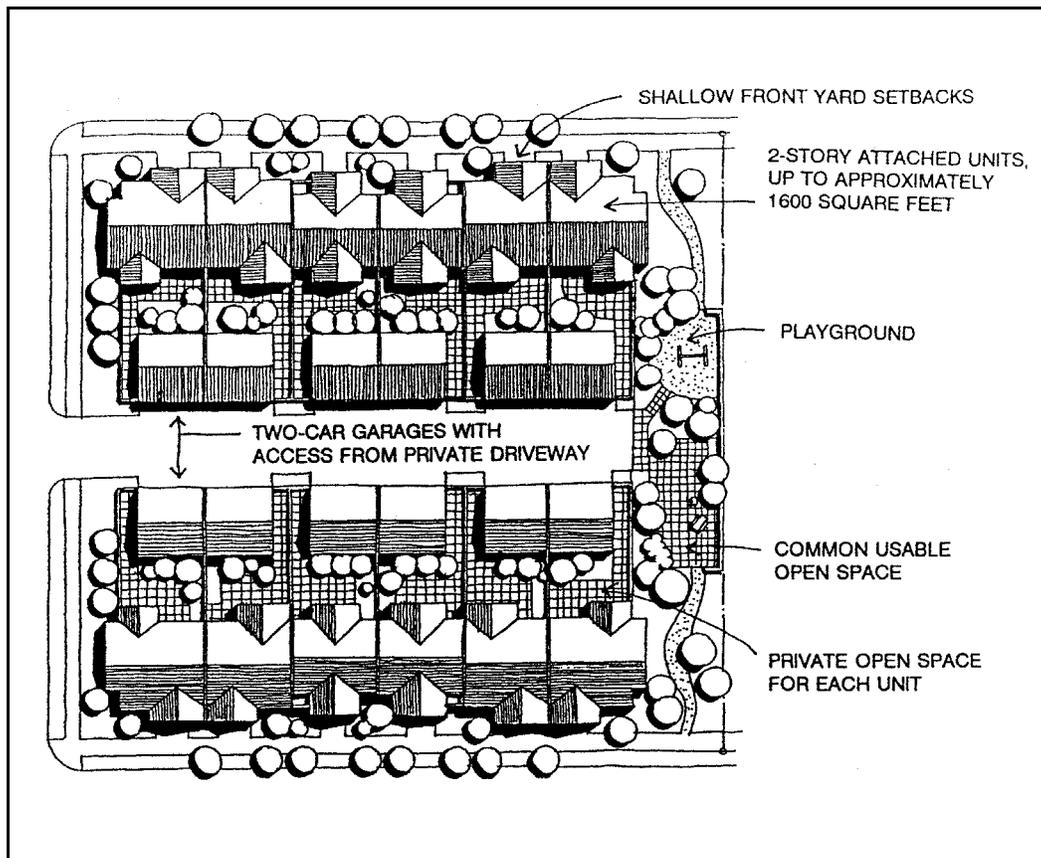


Figure 4-11: Multi-Family Concept at 20 Dwellings per Acre

Recreation Programs. Recreation facilities and programs, both indoor and outdoor, should be developed for all age groups. A youth recreation center and constructive daytime and evening youth programs are currently provided at South Frontage Road and Hill Street. The large number of horse owners and resident interest in equestrian activities will continue the need to plan for riding trails including A trail between Nipomo Park and Black Lake Canyon, and the bluff top near the Grand View Mesa tracts where many residents keep horses.

Dana Adobe. One of the oldest surviving adobe residences from the Rancho Californios era is located on South Oakglen Avenue. The Dana adobe was built by William G. Dana in 1839 and is currently owned and managed by the San Luis Obispo County Historical Society. In 1837, Captain Dana was granted the 37,888-acre Rancho Nipomo, after his marriage to Josefa Carrillo, daughter of Carlos Carrillo, who was an influential member of the Hispanic gentry after the Franciscan missions and their lands were secularized. This site and the property surrounding it are appropriate locations for acquainting people with early California history in a recreational setting that is related to that history. The intent of designating the surrounding property in the Recreation category is to provide for some limited commercial uses for visitors, compatible with the presence of the adobe site, in return for a dedication of additional land to the historical society for more functional use of the small adobe property, and for financial assistance in restoring the adobe.

Office and Professional

There are four areas designated for Office and Professional uses. Two areas border the central business district east of Highway 101 and are intended to provide a transition and buffer between commercial and residential uses. Now that development can be accommodated by the public sewer system, the areas should develop with uses that will be supportive to the nearby commercial uses in the central business district. (Amended 1986, Ord. 2270)

The office area west of Highway 101 on West Tefft Street provides the transition from the central business district on the east to the residential areas of west Nipomo.

The fourth area designated Office and Professional is the site of the Nipomo Health Clinic on West Tefft Street.

Commercial Retail

The Commercial Retail category provides land for businesses that serve daily and comparison shopping needs. Almost all of this land is located within the central business district. Several neighborhood-serving commercial sites are located outside of downtown.

Commercial Issues. Several factors that contribute to inadequate local shopping have been related to the small parcel sizes within the east side of the central business district. Small stores have necessarily had a limited selection of goods, with higher and less competitive prices, and certain essential businesses have been lacking. Many residents are employed in the Santa Maria area where they do much of their convenience shopping. Downtown Nipomo does not yet have a coordinated identity as a business community that may be necessary to capture some of the out-of-town shopping.

Central Business District. The central business district (CBD) is located along Tefft Street, from west of Highway 101 to Thompson Road. It is divided by Highway 101, with the original downtown on the east side and an expanded area on the west side. The successful development of the central business district into an attractive, lively shopping area depends on the cooperation of property and business owners to provide areawide improvements. The strength of the CBD will depend on the manner in which community-scale shopping areas are established on the west side of Highway 101 and smaller businesses in the original downtown on the east side of Highway 101. The entire central business district should develop with businesses that will meet the needs of residents for daily convenience and comparison shopping should also provide services to Highway 101 travelers.

Central Business District Design. The appearance of the central business district should include streets bordered by buildings, structured open spaces such as plazas that provide focal points for the streets and pedestrian streets or paseos between streets, as well as short blocks to form a network of local streets. The area should be laid out as a network of attractive business streets by utilizing local street connections, architectural harmony, signing and landscaping to create a desired community theme, as illustrated in Figure 4-12. Tefft, Orchard and Thompson Streets should be designed with tree-lined sidewalks.

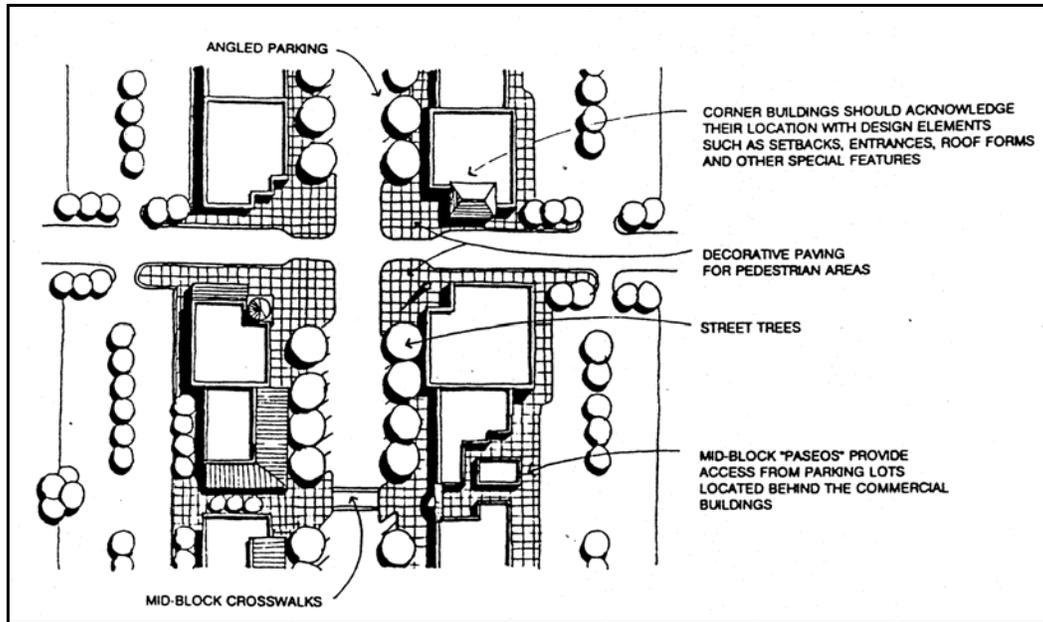


Figure 4-12: General Concepts for the Central Business District

East Side Downtown Area. The original downtown is located east of Highway 101. Its small-town character has a pattern of small lots in a street grid system and scattered older development. It was once the trading place for farmers, ranchers and local residents that centered on a station for the Pacific Coast Railroad. The area will provide convenience shopping for residents in the east side neighborhood, and it could also become a specialty shopping district that would attract tourists as well as residents. It includes the short- to mid-term location for a small-scale civic office and community center at the site of the Pacific Coast Railroad station in the Public Facilities category. A long-term location for civic center services and activities is encouraged to be planned south of this site outside the urban reserve line.

Central public parking improvements are needed to enable the small lots to develop as originally envisioned in the 19th Century with buildings at the front of each lot and services at the rear. otherwise, with individual on-site parking, businesses will be severely limited in the size and design of projects to accommodate required off-street parking.

Freeway Visitor-serving Area. Visitor-serving uses are encouraged to locate on property near the on- and off-ramps for the Tefft Street/Highway 101 over-crossing. The convenience needs of travelers are service stations, eating places and motels. Near this interchange, auto-oriented projects should also include street-adjacent features that encourage pedestrian circulation through the area, since it is located within the downtown. The general area where this activity should be focused is shown in Figure 4-13.

Westide Downtown. The central business district west of Highway 101 extends from Juniper to Hill Street. Development of larger uses and shopping centers will be more likely on the west side since the parcels are larger in size than generally found elsewhere in the central business district. These uses will provide the major draw for consumer comparison shopping in South County. This area adjacent to Highway 101 would also be appropriate for development of motels and supporting commercial uses.

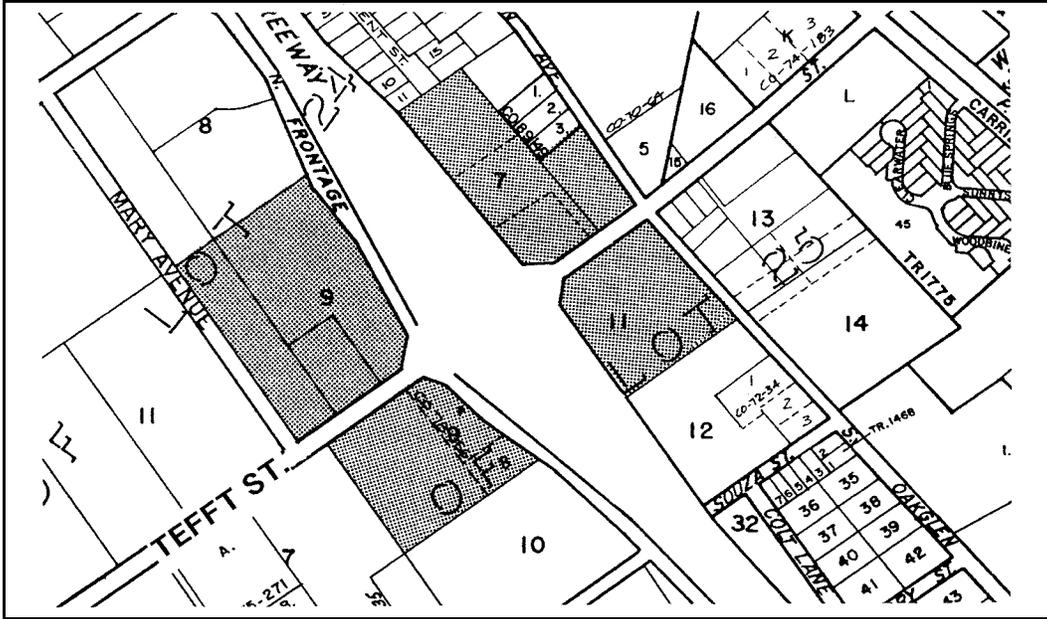


Figure 4-13: Preferred Visitor-Serving Area

Future development in this area should place emphasis on creating an attractive environment that will be inviting to pedestrian shoppers as well as the traveling public. Although an automobile orientation may be necessary for such uses as grocery or furniture stores, projects should also include pedestrian-supportive designs by emphasizing street-fronting uses, focal points, linkages between properties and a distinct identity for pedestrian shopping as much as practical as shown in Figure 4-14.

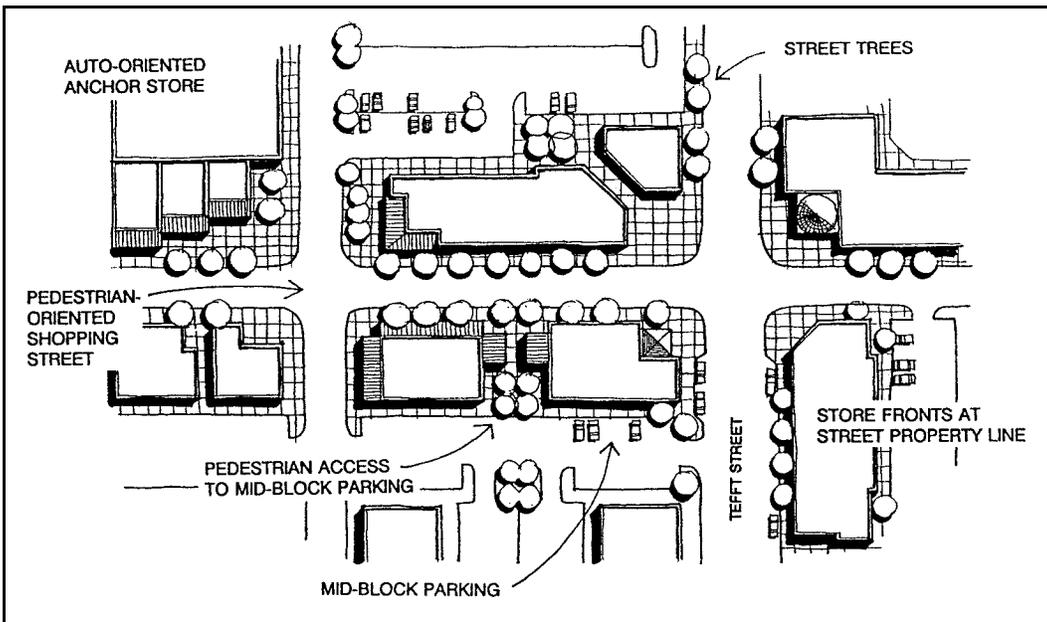


Figure 4-14: Downtown Design Concept

Parking and Business Improvement District. A parking and business improvement district should be formed to rehabilitate and upgrade existing uses, including structural work on buildings, improve central parking areas and create thematic lighting, landscaping and signing.

Neighborhood Commercial Areas. Commercial areas that can serve neighborhoods are located at or near the following major intersections:

- Division Street and Hazel Lane;
- Division Street and Orchard Avenue;
- Division Street and South Frontage Road;
- Story Street near South Frontage Road.

Developers of these sites should pay particular attention to landscaping and architecture to be compatible with adjacent residences. These areas should not be expanded in size to provide community scale shopping centers so that development in the central business district will not be adversely affected. Smaller stores are encouraged within the residential land use categories to provide more convenient services.

Commercial Service

Freeway Corridor. The area designated Commercial Service is generally adjacent to the freeway along North and South Frontage Roads. An excellent opportunity is provided to develop business parks and accommodate outdoor storage and manufacturing uses with adequate screening. It will provide an excellent location and large properties for development when access is opened between Tefft Street and the proposed Willow Road interchange. This area also provides the "gateway" to the community, so consistently well-designed structures that face the highway are of primary importance within individual projects, as illustrated in Figure 4-15.

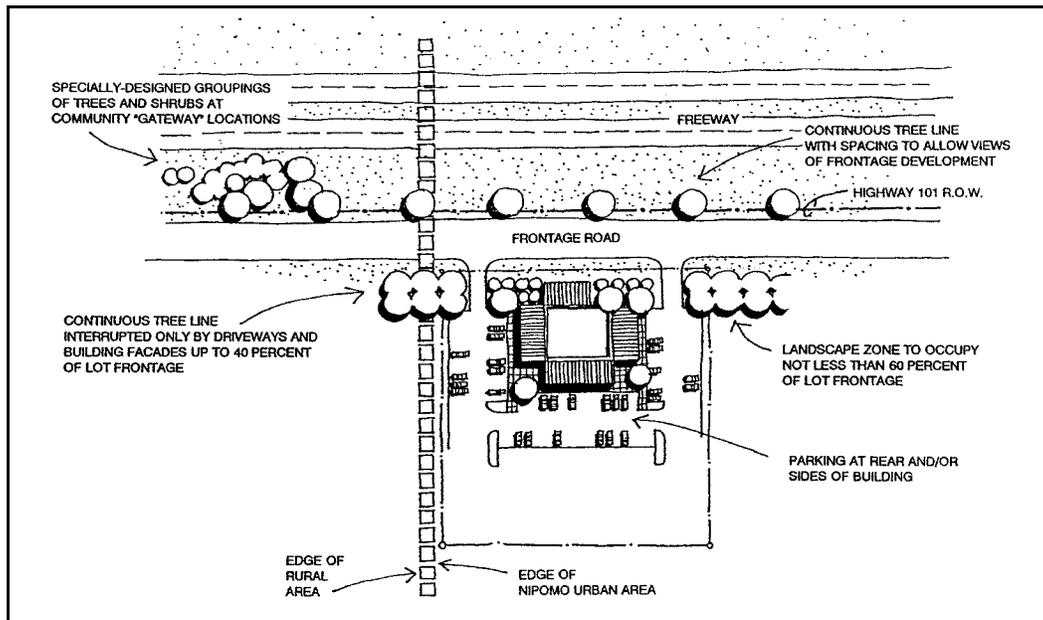


Figure 4-15: Typical Community Gateway Development

Because of the area's high visibility from the freeway and residential neighborhoods, special attention must be given to building siting, high quality design, signing, fencing and landscaping. Any open yard uses should be fully screened from the freeway, and all uses should be landscaped along the frontage road. The area should also be screened and landscaped where it is adjacent to residential areas. [Amended 1986, Ord. 2270]

North Frontage Road Area. The area should be developed under planned development concepts, since it is still under larger ownerships. This would make it possible to create industrial park-type complexes that would be an asset to the community. Appropriate uses are small manufacturing shops, storage, service buildings and sales yards.

Special attention will also be needed regarding the traffic generated by proposed uses, particularly to avoid adverse impacts on residential areas to the west and to Tefft Street. Internal access to the area should be added by extending Mary Avenue north of Juniper Street. Until the future Willow Road interchange is built, all traffic will have to use the Frontage Road/Tefft Street interchange. If the traffic load becomes too heavy it could force non-residential traffic back through the residential areas to the west and have an adverse impact on those neighborhoods.

Public Facilities

County Fire Station (CDF). The Public Facilities designation is applied to the California Department of Forestry (CDF) station on North Oak Glen Avenue and the two elementary schools, Nipomo Elementary School in east Nipomo and William C. Dana School in west Nipomo. The California Department of Forestry fire station is expected to remain at the present location for some time, however, the facility should eventually be relocated to a site that will provide better emergency response times as the community intensifies.

Civic Center Site. The Public Facilities category also is applied to the Pacific Coast Railroad station and warehouse sites on Tefft Street and Sparks Avenue, which should be developed with a combination of public services and offices, meeting hall, museum, downtown parking and plazas or parks.

E. PLANNING AREA LAND USE PROGRAMS

"Programs" are non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each land use program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the county should be based on a consideration of community needs and whether substantial community support exists for the program and its related cost.

Land use programs for the South County planning area are grouped first under names of rural areas or communities, and then under land use categories or other location headings to identify specific areas where they each apply.

Areawide Programs

The following programs apply to all areas of the South County planning area.

1. **Economic Development.** The Department of Planning and Building should help the community initiate a program for economic development within the planning area, so that a variety of special district or redevelopment agency benefits and loan programs for physical improvements, image development and marketing can be created within an overall program.
 - a. With community participation, conduct a market study and fiscal impact analysis to determine the expected trends in business development and potential strategies for enhancing them in carefully selected markets, such as tourism, community retail or light industrial uses.
 - b. Establish a strategic plan for economic development that includes all income and ethnic segments of Nipomo and the south county, and undertake appropriate measures to implement the strategy.
 - c. Work with the South County Historical Society, Nipomo Chamber of Commerce and other community organizations for additional promotion of Nipomo and the south county.
2. **Parks Planning.** The General Services Department should work with the Planning Department to implement the Parks Master Plan by developing procedures for park land acquisition and dedication through the land use permit and subdivision process.
3. **Biological Inventory.** The county should conduct an inventory or data base of the location and condition of, including but not limited to, coastal dune scrub, oak woodland/forest and riparian habitats throughout the South County planning area and determine how best to preserve them. A mitigation program should also be developed for review and approval by the Board of Supervisors, to identify how best to preserve and enhance these native plant communities. Preparation of a countywide native tree ordinance should be considered to preserve the integrity of the habitats and provide consistent standards for oak removal and replacement.

Rural Area Programs

The following programs apply to portions of the South County planning area outside of urban and village reserve lines, in the land use categories or locations listed.

4. **Specific Plan Areas.** The county should work with property owners to schedule the preparation of specific plans for four areas to increase the amount of employment areas adjacent to or near Nipomo:
 - a. Canada Ranch, for industrial, commercial service, commercial retail and incidental residential uses;
 - b. Southland Street, for industrial and commercial retail uses;
 - c. West Nipomo Rural Village, for a mix of residential and neighborhood-serving and recreational uses;
 - d. Hanson Industries property, for a mix of recreational, industrial, office and residential uses.

The specific plans should identify the appropriate scale and intensity of these general uses in more detail, consistent with topics required by Government Code Sections 65450 through 65457 as well as economic issues concerning the most suitable uses.

Callendar-Garrett Village Area Programs

The following programs apply to the Callender-Garrett village area.

5. **Area Improvements.** The county Engineering Department should work with property owners, Environmental Health Department and LAFCo to establish a multipurpose special district or assessment districts to construct road improvements, to develop an adequate water supply and delivery system throughout the village, and to provide for septic system maintenance.
6. **Coastal Zone Boundary.** The county should work with state legislators to initiate legislation to move the coastal zone boundary to the west and south to the existing Callender-Garrett village reserve line.

Los Berros Village Area Programs

The following programs apply to the Los Berros village area.

7. **Resubdivision.** The county should work with property owners to resubdivide the village to create lots that reflect ownership patterns, available water and on-site sewage disposal capabilities, or roads and structures.
8. **Area Improvements.** The county Engineering Department should work with property owners and LAFCo to establish a multipurpose special district or assessment districts to construct road improvements, to develop an adequate water supply and delivery system throughout the village, and to provide for septic tank maintenance.

Nipomo Urban Area Programs

The following programs apply to lands within the Nipomo urban reserve line.

9. **Commercial/Residential Balance.** The county should monitor the annual amount of proposed commercial, industrial and office development for its cumulative resource usage and to determine if the housing supply and annual residential development will be adequate for the demand generated by non-residential development. If resource usage or housing supply would be adversely affected by such development, a system to restore proper balance should be proposed in future area plan updates.
10. **Design Plan - Central Business District (CBD).** The Planning Department should work with the community to prepare a design plan for the central business district and the community. This document could be part of or incorporated within a countywide design plan that addresses all of the unincorporated area and communities. The appropriate location and design of a future civic center site should be addressed with public input. For the CBD, the design plan should include policies on: desired area character; setbacks; architecture; local street circulation; public open spaces; parking; street furniture; landscaping; and propose methods of implementing the recommendations of the plan. With the assistance of the Engineering Department, an evaluation should be made of the Tefft Street tributary to Nipomo Creek to determine feasible ways to retain the creek in an open condition and to utilize the creek to enhance existing and new businesses with appropriate landscaping, circulation, and other elements of the design plan.

11. **Improvement Districts.** The county should work with property owners to establish a parking and business improvement district to finance curbs, gutters, sidewalks, street trees, landscaping, public open spaces and street lights throughout the CBD.
12. **Community Appearance.** Work with neighborhoods such as South Oakglen Avenue to improve their appearance and clean up deteriorated residences and vacant properties. Assist in organizing events, workdays, contests to motivate public participation, focusing on repair and renovation, construction of new fencing, landscaping, paths and a park.
13. **Underground Utilities.** The county should work towards completion of utility undergrounding programs first within the central business district and then along North and South Frontage Roads.
14. **Pathway Plan.** Work with the community to prepare a plan for pedestrian circulation through the urban area. The plan should identify locations of walking and riding paths connecting neighborhoods to shopping areas, parks and schools. Linear parkways should be studied as one method of providing alternate pedestrian routes within public parks.
15. **Neighborhood Parks.** The county, Lucia Mar Unified School District and Nipomo Community Services District should jointly develop neighborhood parks adjacent to proposed new school sites and small parks throughout neighborhoods utilizing guidelines within Framework for Planning - Inland Area and the Parks Master Plan.
16. **Implementation Program - Nipomo Regional Park.** The General Services Department should prepare an implementation program for improvements to the park recommended by the Parks Master Plan.
17. **Improvements - Nipomo Regional Park.** The General Services Department should proceed with improvements at Nipomo Regional Park to complete the Park Master Plan within a specific schedule.
18. **Southland Tract "A."** The Planning Department should encourage property owners to subdivide the tract to create quarter-acre lots with adequate street-fronting access.

Palo Mesa Village Area Programs

The following programs apply to lands within the Palo Mesa village reserve line.

19. **Area Improvements.** The county Engineering Department should work with property owners, Environmental Health Department and LAFCo to establish a multi-purpose special district and establishment of assessment districts to construct road improvements, to develop an adequate water supply and delivery system throughout the village, and to provide for septic system maintenance.

[Amended 1999, Ord. 2865]

**TABLE 4-3
SCHEDULE FOR COMPLETING LAND USE PROGRAMS
SOUTH COUNTY PLANNING AREA**

<u>LOCATION</u>	<u>TITLE</u>	<u>RESPONSIBLE AGENCIES</u>	<u>POTENTIAL FUNDING¹</u>	<u>TIME FRAME (YEARS)²</u>	<u>PRIORITY³</u>
AREAWIDE	1. ECONOMIC DEVELOPMENT	COUNTY PLANNING	GENERAL FUND; DISTRICT	1-3	HIGH
	2. PARKS PLANNING	COUNTY GENERAL SERVICES; PLANNING	NO INCREASE	1-3	HIGH
	3. BIOLOGICAL INVENTORY	ENVIRONMENTAL COORDINATOR; COUNTY PLANNING	GENERAL FUND	1-3	MODERATE
	4. SPECIFIC PLAN AREAS	COUNTY PLANNING; PUBLIC WORKS	APPLICANT	3-5	MODERATE
CALLENDER-GARRETT	5. AREA IMPROVEMENTS	COUNTY PUBLIC WORKS; LAFCO	ASSESSMENT DISTRICTS	3-5	MODERATE
	6. COASTAL ZONE BOUNDARY	COUNTY PLANNING, STATE LEGISLATURE	GENERAL FUND	3-5	LOW
LOS BERROS	6. RESUBDIVISION	COUNTY PLANNING; PUBLIC WORKS	GENERAL FUND; ASSESSMENT DISTRICTS	3-5	LOW
	7. AREA IMPROVEMENTS	COUNTY PUBLIC WORKS; LAFCO	ASSESSMENT DISTRICT	5-10	MODERATE
NIPOMO	8. COMMERCIAL/RESIDENTIAL BALANCE	COUNTY PLANNING	GENERAL FUND	ONGOING	HIGH
	9. DESIGN PLAN - CENTRAL BUSINESS DISTRICT	COUNTY PLANNING	GENERAL FUND; ASSESSMENT DISTRICT	1-3	HIGH
	10. CBD IMPROVEMENT DISTRICTS	COUNTY PLANNING; PUBLIC WORKS	GENERAL FUND	1-3	HIGH
	11. COMMUNITY APPEARANCE	COUNTY PLANNING	GENERAL FUND; GRANT	3-5	HIGH
	12. UNDERGROUND UTILITIES PROGRAMS	COUNTY PUBLIC WORKS	GENERAL FUND; ASSESSMENT DISTRICT	3-5	MODERATE
	13. PATHWAY PLAN	COUNTY PARKS, PLANNING	GENERAL FUND; GRANT	3-5	MODERATE
	14. NEIGHBORHOOD PARKS	COUNTY PARKS; PLANNING; LUCIA MAR SCHOOL DISTRICT	GENERAL FUND; GRANTS	3-5	MODERATE
15. IMPLEMENTATION - NIPOMO REGIONAL PARK	COUNTY GENERAL SERVICES	GENERAL FUND; GRANTS	3-5	MODERATE	
16. IMPROVEMENTS - NIPOMO REGIONAL PARK	COUNTY GENERAL SERVICES	GENERAL FUND; GRANTS	3-5	MODERATE	
17. SOUTHLAND TRACT "A"	COUNTY PLANNING	GENERAL FUND; FEES	3-5	LOW	
PALO MESA	18. AREA IMPROVEMENTS	COUNTY PUBLIC WORKS; LAFCO	ASSESSMENT DISTRICT	3-5	HIGH

NOTES:

1. Completion of these projects is dependent upon available funding.
2. Time frames are estimates from the date of adoption of the South County Area Plan update, (5/27/99): **immediate:** 1 year; **short:** 1-3 years; **medium:** 3-5 years; **long:** to 10 years.
3. Priority listings are the relative importance within each time frame.

CHAPTER 5: CIRCULATION

Generally, land use and circulation planning should support each other so that the pattern of land development fits within a well-defined system of transportation. Roads, bikeways, trails, utility rights of way, transit, railroads and other modes of transportation make up most of the circulation system.

Planning for circulation within the South County Area Plan is correlated with the land use plan maps and standards to ensure that the circulation system can accommodate the urban and rural development that will be allowed.

Together with the countywide goals and policies of the Circulation Element in Framework for Planning (Part I of the Land Use Element), This chapter constitutes the Circulation Element of the San Luis Obispo County general plan for the South County planning area. This chapter supercedes and replaces the portions of the Circulation Element of the San Luis Obispo County general plan that cover the South County planning area.

The following sections describe the major features of the circulation system including streets, bikeways, trails, utility rights-of-way, roads and highways, transit and rail transportation. Improvements and programs are recommended to implement the Land Use Element. The annual South County Circulation Study, prepared by the County Public Works Department, provides the research and basis for these recommendations.

This text recommends the construction of sufficient access to new development projects, as well as provisions for upgrading existing routes. Transportation in the planning area will likely continue to be automobile-based, but alternative components of the circulation system such as transit and bikeways will be important to both the neighborhood and areawide circulation systems.

It should be noted that focusing on these and other alternative modes of transportation and transportation demand management may improve traffic service and air quality. An increasing emphasis must be placed on more comprehensive measures that can help reduce dependence on the automobile, lower the increase in peak-hour traffic and avoid or postpone significant projects that will increase roadway capacity alone.

A. PLANNING AREA ISSUES, GOALS AND OBJECTIVES

The vision of a rural quality to the South County environment has been stated in the first chapter. However, careful planning of transportation is needed to accommodate growth and mitigate urban types of traffic problems. Large-scale and expensive road improvements will be needed to accommodate projected traffic even with transportation demand management and convenient public transit to reduce these projections. New development will assist in the financing of transportation improvements, but other sources of funding will be needed.

Air quality has exceeded state standards occasionally within the planning area, in large part due to vehicle trips through and within the area. In 1989, San Luis Obispo County was designated a non-attainment area for state ambient air quality standards regarding ozone and respirable particulate matter. The county adopted a Clean Air Plan in 1991 that has a comprehensive program to reduce air pollution, partly through transportation system and demand management. A conscious effort needs to be made to reduce people's dependency on the automobile and to adequately surface unpaved roads to reduce air pollution. Planning for alternative modes of transportation, such as transit, walking, and bicycling involve a coordination between land use and transportation systems.

Goals

1. Transportation should be planned to facilitate the use of all modes to improve traffic service and air quality. Transportation planning should be consistent between the Planning and Public Works Departments.
2. Encourage improvements of road conditions and circulation, including two new interchanges at Highway 101.
3. Revise existing county road standards to allow for more flexibility to address various road conditions and neighborhood needs, to be more affordable, to increase safety for pedestrians, equestrians, vehicles and bikes, and to protect, enhance and maintain the rural character of the area.

Objectives

- a. Utilize transportation system/demand management to develop various means of reducing traffic volume increases and conflicts, and reduce the need for roadway capacity improvements.
- b. Monitor roadway capacities and correlate growth within safe traffic levels, utilizing the criteria contained in the resource management system.
- c. Develop funding sources that are linked to new development impacts.
- d. Plan for a mix of fixed-route express and local bus service, dial-a-ride service, and study the long-range feasibility of a regional light-rail system.
- e. Utilize techniques to adequately surface existing unpaved roads such as the establishment of assessment districts and developer-installed paving, to reduce dust emissions.
- f. Provide an opportunity for public input before decisions are made on road improvement needs.

B. TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT

Transportation system/demand management (TSM/TDM) is intended to reduce the need for more expensive street and highway improvements, by implementing low-cost engineering improvements and demand management techniques that can reduce congestion and maintain the effective capacity of roadways.

There are three broad categories of available TSM/TDM measures: system management strategies, demand management strategies and land use planning strategies. Each of these strategies has related transportation programs such as developing park and ride lots, encouraging a modal shift, increasing public transit, ridesharing and car/vanpools.

System management strategies

Utilize engineering methods to improve traffic flow conditions on the region's roadway network to maximize its use and efficiency with the least expenditures for capacity expansion.

Typical measures include but are not limited to synchronization of traffic signals, intersection channelization, designation of one-way streets, development of high occupancy vehicle lanes, provision of left and right-turn lanes, additional passing lanes and wider shoulders and elimination or restriction of on-street parking on certain streets.

Demand management strategies

Reduce the number of single occupant vehicles by promoting ridesharing and other alternative transportation modes.

Typical measures include increasing ridesharing, use of public transit, bicycling and other non-auto based transportation modes, both voluntarily and through trip reduction ordinances.

Land use planning strategies

Plan the area's communities in a way that reduces the need to drive where feasible and desirable while recognizing the rural character.

Typical strategies are to develop planning policies that promote a balance of jobs, housing, shopping, recreation, schools, etc. within walking distance of neighborhoods.

Efforts to reduce traffic congestion will also produce an air quality benefit. Transportation system and demand management is closely related to the Transportation Control Element of the San Luis Obispo County Air Quality Attainment and Maintenance Plan.

Implementation of TSM/TDM measures is the responsibility of the county, the incorporated cities, the San Luis Obispo Regional Transit Authority, transit operators, the Air Pollution Control District, Caltrans and the private sector. Planning and programming agencies such as the San Luis Obispo Area Coordinating Council are generally limited to identifying problems, recommending solutions and seeking funding for implementation of adopted measures.

C. HIGHWAYS, STREETS AND ROADS

State Highways 1 and 101 are the major regional arterials providing access to and through the planning area. On Highway 1, traffic demand is comprised of a variety of users including businesses, industry, tourists, commuters, pleasure drivers and bicyclists. Residential growth and industrial development on the Nipomo Mesa have added to the volume of traffic. The existing alignment of Highway 1 has become a concern because of poor sight distances and tight curves in a few locations.

Highway 1 is the proposed site for the Juan Bautista De Anza National Historic Trail, as well as the Pacific Coast Bike Route. The highway right-of-way should be widened through dedications and public purchases consistent with the county Trails Plan for a separate hiking/equestrian trail and a Class I bikeway. This facility would be an asset to Nipomo Mesa's recreational, historic and scenic appeal.

Highway 101 is rapidly becoming congested with commuting traffic at "peak-hour" times. The capacity of the highway for stable, efficient vehicle travel is projected to be reached by 2000 (Level of Service "E" at peak hour and peak direction). This pending problem is projected to worsen until stop-and-go traffic and slow speeds become apparent, projected to reach a Level of Service "F" in 2005 according to updated traffic projections for the 1990 Regional Transportation Plan prepared by the San Luis Obispo Area Coordinating Council's Regional Transportation Planning Agency.

The Highway 101/Tefft Street interchange cannot adequately serve the expanding population, poses serious limitations on movement of emergency vehicles and should be improved for pedestrian and bicycle passage from one side of Nipomo to the other. Caltrans and the county have funded an expansion to four traffic lanes to alleviate vehicle congestion. The over-crossing design should provide Class II bike lanes and wide pedestrian sidewalks that are lighted and separated from traffic to protect users. Additional interchanges are proposed north of Nipomo at the extension of Willow Road and south of Nipomo at Southland Street.

Implementing Road Improvements

The circulation maps show existing and proposed collector and arterial roads in the planning area. Privately funded improvements will be required of proposed land divisions and new development in accordance with the Land Use Ordinance, the Real Property Division Ordinance, and the planning area standards. Improvements to existing roads not maintained by the county may be provided through a variety of funding mechanisms.

Many road improvements will be constructed with individual subdivisions or development projects. Standards in Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area) require some improvements that are different from countywide ordinance requirements in recognition of the following objectives:

1. All projects and subdivisions shall pay for their share of the cost of improvements that will be necessary because of the traffic they will generate.
2. Within residential areas, a wider right-of-way should be provided to allow for a landscaped parkway for street trees, between the curb and sidewalk, as illustrated in Figure 5-1. This improvement will provide a canopy of trees on streets and create a more open, suburban character within neighborhoods. Several streets are shown on the Nipomo Circulation map that should have a sufficient width dedicated for a multi-use pathway as well, as shown in Figure 5-2. The dedication requirement is in Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area); and the improvement design should be selected from existing County Trails Plan options. As an incentive, the portion of abutting parcels within these dedications should not be deducted from the gross acreage of the parent parcel when calculating the minimum parcel size in Land Use Ordinance Section 22.22.
3. Streets within downtown and in residential areas should be designed in a modified grid pattern that provides an interconnected network of local streets, which should be curvilinear, as shown in Figure 5-3. Frequent connections will provide alternate routes and minimize traffic concentrating on collector and arterial streets. Cul-de-sac streets should also consider through routes for emergency vehicles and pedestrians when feasible.
4. Residential development should occur at moderate densities near major employment areas so that transit can be convenient to more people.
5. Design necessary road and street expansions to include measures to reduce the "hardscape" and retain the open visual character of the local area.
6. Streets should be the focal orientation of most urban development, as illustrated in Figure 5-4, to promote the efficient use of sidewalks and alternative transportation, by facing and locating buildings at or near the edge of the street, yet providing adequate setbacks in residential areas where needed to buffer noise.

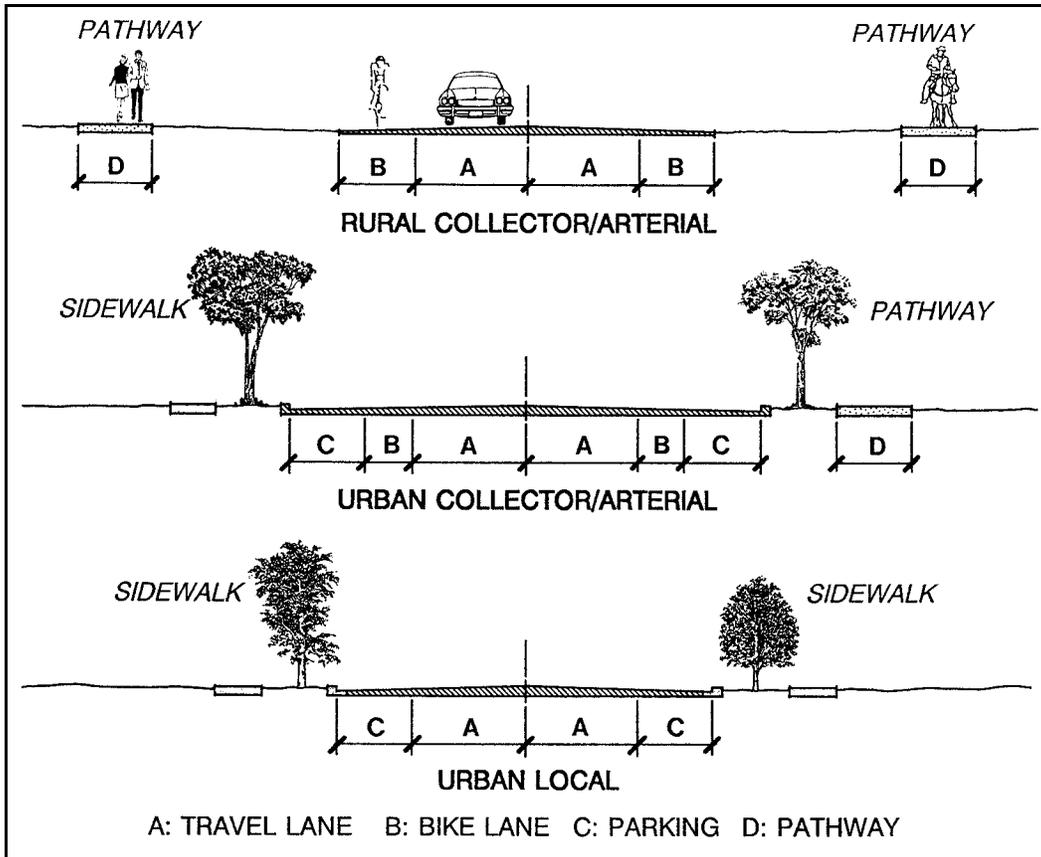


Figure 5-1: Selected Street Improvements

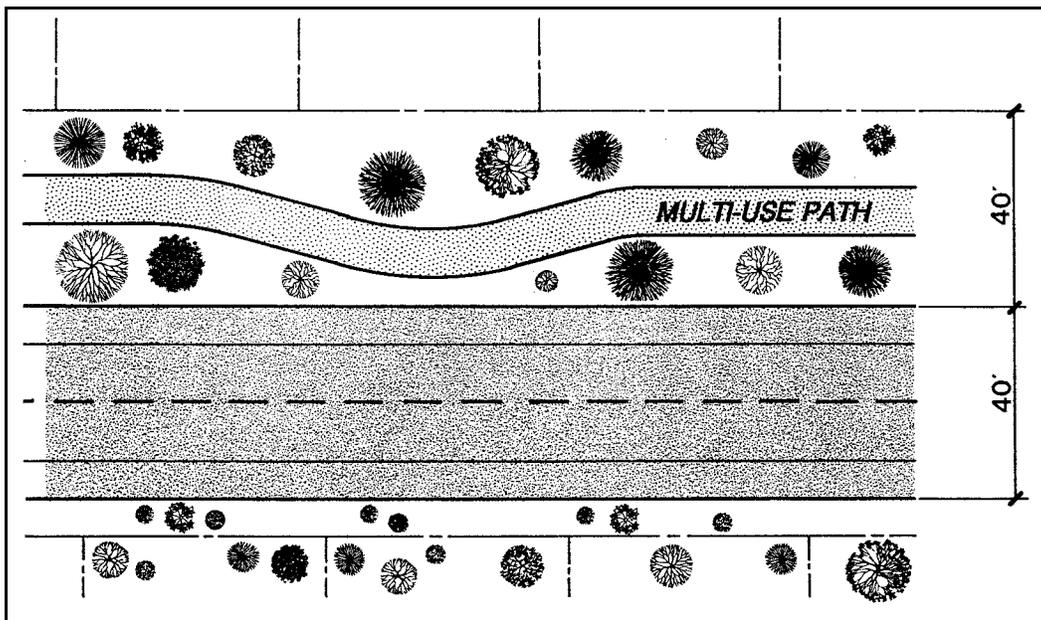


Figure 5-2: Multi-use Path

7. Multi-use pathways should be established in accordance with the County Trails Plan. They may also be constructed along roads where there is a desire among local residents for them. The actual design of these multi-use pathways will be dictated by available funding, community needs and adjacent property impacts. The surfaces used for these multi-use pathways should be appropriate for their usage and available funding and take into consideration the existing soil conditions.

As an incentive to obtaining these rights-of-way, this dedication should be considered part of the net acreage of the abutting parcels instead of gross acreage when calculating the minimum parcel size in Land Use Ordinance Section 22.22.

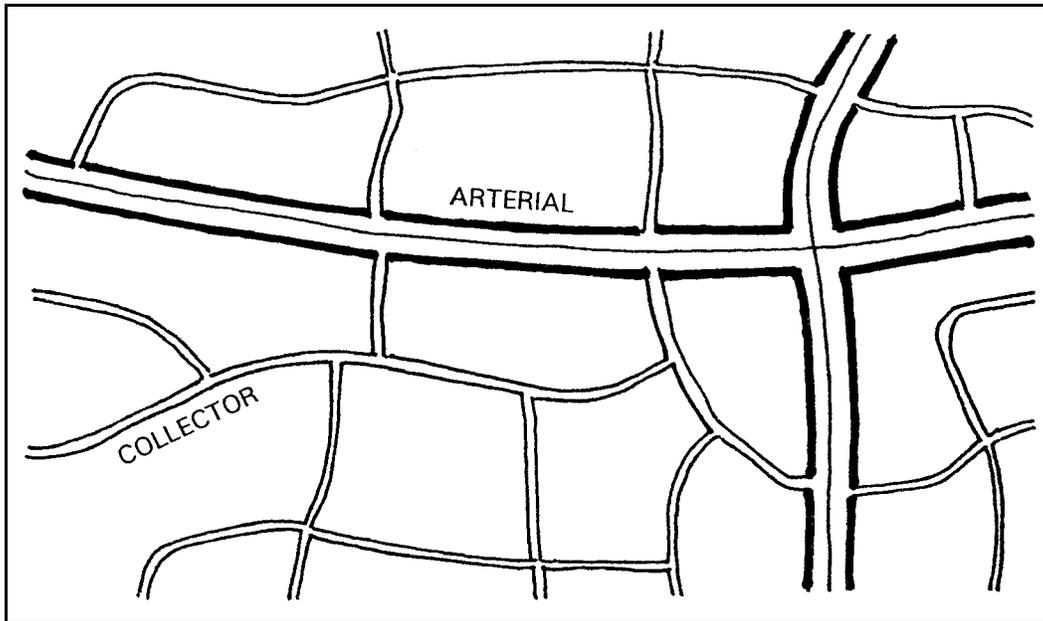


Figure 5-3: Network of Connected Streets

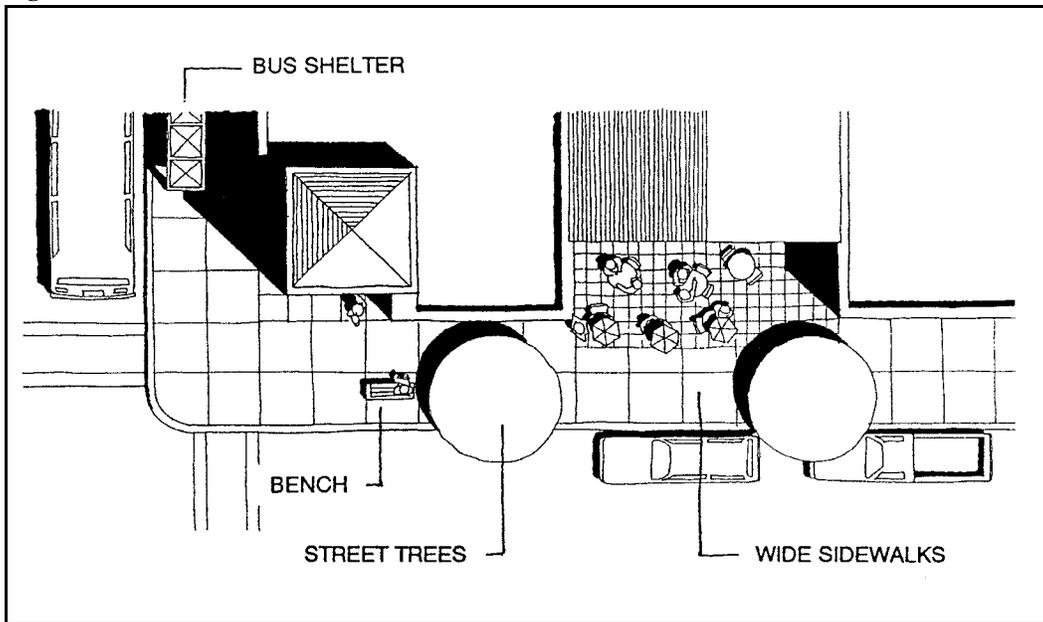


Figure 5-4: Street-oriented Commercial Development

The South County Circulation Study is an annual report approved by the Board of Supervisors that updates routes, capacities and necessary fees. It identifies the road improvements needed to maintain safe and efficient traffic conditions on collector and arterial streets and roads. The study identifies the projected years when improvements will be needed as population growth increases within the capacity of the area plan. Those estimates provide an indication when funding will be needed for many of the following listed road improvement projects.

The South County Circulation Study also provides estimates of the costs to construct the necessary projects, and it evaluates different funding methods, which are summarized briefly below:

- **Federal aid.** An existing federal aid grant program combines with state matching funds and other funding sources.
- **Local transportation fund.** Existing one quarter of one percent of all state gasoline sales tax provides for unmet transit needs and for street and highway projects when transit needs are determined to be met.
- **State gasoline tax.** Existing sources include the local generation of state gasoline tax, fines and forfeitures and license fees.
- **General funds.** Traditional source of local funding by annual appropriation of county General Fund money by the Board of Supervisors.
- **Assessment districts/Community service districts.** A potential but difficult to implement measure of calculating the benefit of road improvements to each property, and assessing property owners their share, while many road users will not be contributing to funding the improvements.
- **Mello-Roos community facilities district.** Another potential district that would collect a special tax to pay as you go or to repay a bond. Once the initial district is formed, separate non-contiguous sub-districts within it may be formed more readily.
- **Local motor vehicle fuel taxation.** State authorization (SB 215, 1981) enables the county and the cities to increase the per gallon tax on gasoline in increments of one cent, subject to approval by a majority of voters. Funding originates with the user upon purchases of gasoline.
- **Sales tax increase.** A potential method is to submit a proposal to increase the sales tax for approval by county voters, based on an expenditure plan with the ballot measure. A half-cent increase would probably provide sufficient funds to implement most of the recommended projects for the South County planning area.
- **Road improvement fee.** Existing Road Improvement Fee Ordinance No. 2379 (1988) allows the county to collect fees to fund road construction projects that are needed to mitigate cumulative traffic impacts. These projects are on the busier streets and do not involve small, local streets. The Board of Supervisors adopted two areas of benefit in the South County planning area on January 17, 1989, in which fees are collected from new residential and non-residential development. These fees are projected to pay for the major road improvements identified by dates in this plan. However, these fees will not pay for improving smaller local roads and streets.
- **Cooperative roads program.** A cooperative roads program would offer improvements on the basis of loan funding repaid by affected land owners.

Without these recommended improvements, other off-setting transportation programs or any adjustments to land use policy, the area will face a declining quality of service on its roadways as growth continues, characterized by increased congestion, delay and decreased safety. This plan recognizes that safe traffic conditions on the road system must be maintained. The Resource Management System provides an annual review of road capacities so that early transportation funding decisions can be made.

Road Improvement Projects

The following sections are a listing of the major improvements needed for the road system to accommodate traffic that is expected from the land uses allowed by this plan. The roads are classified according to the needs of the planning area, and improvement projects are listed with the year they are projected to be necessary. The circulation plan maps show the locations of proposed streets that are listed. It is recognized that the following projects are subject to change with the annual update of the South County Circulation Study, which projects the dates when projects should begin.

Where a year is not shown for a project, the road project is not essential for safe regional travel, but it may be desirable for convenient access to the planned areas of development if funding becomes available. Improvement standards are more specifically shown in the Public Works Department's "Standard Improvement Specifications and Drawings." The listed order does not imply any priority.

Principal Arterials

Principal arterials function to carry traffic between population centers. The following improvements are projected:

Highway 101

Highway 101 serves as the area's principal arterial to carry traffic on long trips. The following improvements are projected:

There are two proposed interchanges: one at the future Willow Road extension and one at Southland Street. These are needed to relieve congestion at the Tefft Street/101 interchange, the only connection between east and west Nipomo. Construct an interchange with an extension of Willow Road. A full interchange should be planned at Southland Street, in accordance with Caltrans and Federal design standards; "hook" on and off ramps may be constructed as interim measures.

Widen Highway 101 to six lanes in stages from Arroyo Grande to Santa Maria as needed depending on the success of alternative transportation and land use strategies to mitigate traffic congestion.

Efforts should continue with Caltrans to prepare and implement a freeway landscaping plan for the right-of-way passing through the Nipomo urban reserve line, to include median and roadside planting.

Arterials

The functional purpose of arterial roads is to carry traffic between population centers and to serve large volumes of traffic within an urban area. Several roads shown as existing arterials are being used for this purpose, but improvements will be needed to achieve county standards for most arterial roads as development continues.

Safe pedestrian and bicycle passage, and equestrian travel where appropriate, is a priority and shall be ensured with separated multi-use pathways consistent with the County Trails Plan.

Highway 1

Improve curves at the Callender Road and Willow Road intersections. Along the length of Highway 1, construct paved shoulders at a minimum width of four feet to improve vehicular and bicyclists' safety.

Willow Road

Extend easterly from Pomeroy Road to intersect Highway 101 at a proposed interchange, then east to Thompson Road with rural arterial standards, including a Class II bike lane.

Pomeroy Road

Improve that portion of Pomeroy Road between Sandydale Drive and West Tefft Street to urban arterial standards. Improve to rural arterial standards from Sandydale Road to Willow Road in phases.

Los Berros Road

Improve to rural arterial standards.

Orchard Road

Improve to urban arterial standards with four lanes, landscaped center median and Class II bicycle lanes between West Tefft Street and Southland Street. Maintenance of the median should be established when the project's funding is considered.

Improve to two lane rural arterial standards from Southland Street to Joshua Road. Orchard Road should have (minimum) the same 8-foot paved shoulders that Joshua and Hutton Roads will have, between Joshua Road and Tefft Street.

Joshua and Hutton Roads

Improve to two-lanes with 8-foot paved shoulders from Orchard Avenue to Cuyama Lane as a parallel route to Highway 101.

Thompson Avenue

Improve to urban two-lane standards within the urban reserve line, with landscaped center median where practical and Class II bicycle lanes. Maintenance of the median must be established when the project's funding is considered.

Tefft Street

Improve to urban arterial standards with four lanes, a landscaped center median and Class II bicycle lanes from Orchard Road to South Oakglen Avenue. Maintenance of the median should be established when the project's funding is considered.

Tefft Street/Highway 101 Interchange

Widen the freeway bridge to four traffic lanes with Class II bike lanes and wide, lighted and fenced sidewalks, as shown in Figure 5-6. North Frontage Road is closed to through traffic from Tefft Street and shall be utilized as a multi-use pathway between Tefft and Juniper Streets.

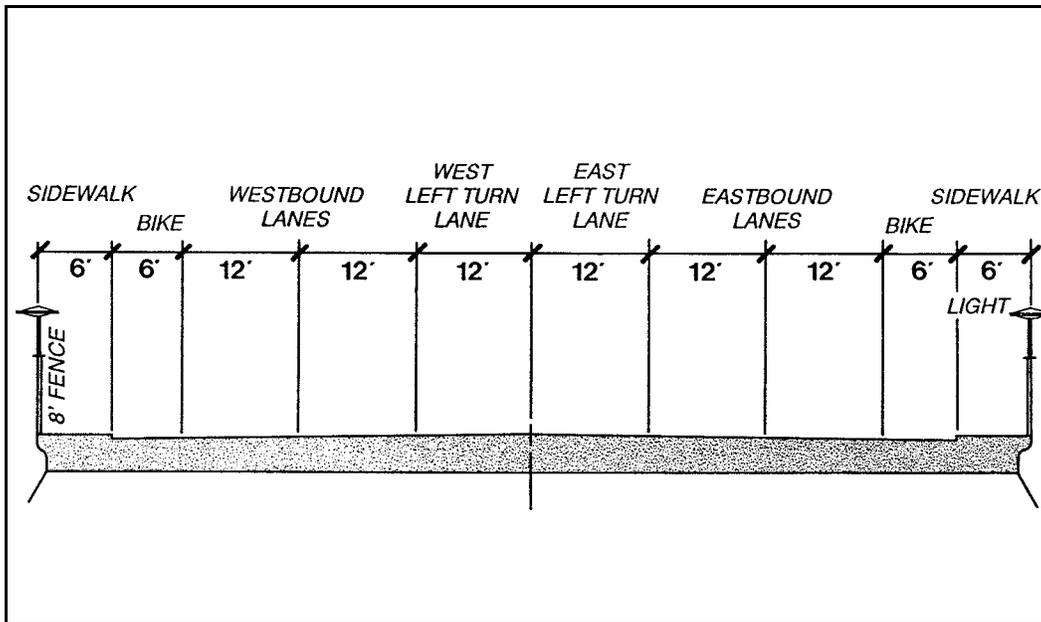


Figure 5-5: Highway 101/Tefft Street Overcrossing

Collectors

Collector roads or streets function to enable traffic to move between minor roads or streets and arterial roads or streets. Collectors are important routes for pedestrians, bicyclists and equestrians to connect to neighborhood destinations. They are also important in an overall bicycle and equestrian network to circumvent the faster-speed arterials wherever possible. Several roads shown as existing collector roads are being used for this purpose, but they are inadequate and improvements will be needed to achieve county standards for most collector roads.

Mary Avenue

Construct from Tefft Street to Grande Street, and extend north to Inga Avenue, as a two-lane urban collector as development occurs.

South Oakglen

Improve with two traffic lanes and Class II bike lanes.

Las Flores Drive

Improve to urban collector standards from Osage to Tefft Street.

Hazel Lane

Improve to urban collector standards between Tefft and Division Streets.

Camino Caballo

Improve as a two-lane collector, with a multi-use path as a pedestrian, bicyclist and equestrian by-pass route for Willow Road.

Osage Road

Improve to urban collector standards between Las Flores Drive and Camino Caballo.

Halcyon Road

Improve to two-lane rural standards with Class II bike lanes north from El Campo Road to Highway 1 in Oceano. Improve to two-lane rural standards from El Campo Road east to Zenon Road as development occurs.

Summit Station Road

Improve as a rural collector with Class II bike lanes from North Frontage Road to Hetrick Road as new development occurs.

Pomeroy Road

Improve to rural collector standards between Los Berros Road and Willow Road, including Class II bicycle lanes or separate routes if possible. Make local improvements to horizontal and vertical alignments. Provide drainage improvements in the Los Berros Valley area where the road climbs onto the Nipomo Mesa.

The Pomeroy Road section between Willow Road and Tefft Street should be evaluated with community and/or neighborhood groups for corrections to perceived safety hazards for pedestrians, bicyclists and equestrians in the Class II bike lanes. Considerations to correct this problem should include: a) develop alternate routes for pedestrians, equestrians and bicyclists along local streets or other collectors, b) separate multi-use trail on one side of Pomeroy, including on a portion of the Nipomo Regional Park. Safe pedestrian crossings on Pomeroy to the Nipomo regional Park should be added at Inga, Juniper Street and Camino Caballo, including possibly underground tunnels.

El Campo Road

Improve to rural collector standards from Halcyon Road to Los Berros Road.

Stanton Road

Improve to two-lane rural standards from Chesapeake Road to Los Berros Road.

Black Lake Canyon Crossing (Zenon Road, etc.)

Additional analysis must be completed prior to any road grading or improvements being installed. The analysis needs to consider alternative routes for emergency and traffic circulation purposes and crossing and road drainage alternatives, their impacts to the canyon's sensitive wetland habitat and whether there are adequate mitigation measures to minimize these impacts.

North Frontage Road

Improve to urban collector standards from Sandydale to the proposed interchange at the Willow Road extension.

Hetrick Road

Improve to a two-lane rural standard with Class II bike lanes as a parallel route to Highway 101, from Pomeroy Road north to Aden Way.

Aden Way

Improve to two-lane rural standards with Class II bike lanes from Pomeroy Road to Hetrick Road, as a link in an east/west connection between Halcyon Road and Highway 101.

Callender Road

Improve to two-lane rural road standards from Sheridan Road west to Highway 1.

Sheridan Road

Improve to urban collector standards from Highway 1 north to Callender Road.

Mesa Road

Extend and improve to rural collector standards between Highway 1 and Osage ROAD. Improve to urban collector standards between Osage Road and Tefft Street.

Oso Flaco Road

Improve to rural collector standards, with a Class II bike lane from Highway 1 west to its end.

Local Streets

Access to individual properties usually occurs from local or minor streets. There are many local streets that will need to be installed as the planning area develops. The lack of an adequate circulation system has plagued the area for many years, especially on the Nipomo Mesa, where dirt roads may exist but are located on private property, or they exist as private easements.

Local streets need to be developed to a minimum level of improvement throughout the Nipomo Mesa, including the villages, in order for these areas to develop to their potential. These road improvements should be made as a condition of approval of land divisions, or alternative methods of funding may be to construct roads through a county service area and the establishment of an assessment district, or a cooperative road program. The Public Works Department will respond to requests from property owners for road improvements by providing information on the funding mechanism and the process of development roads.

Pedestrian, bicycle and equestrian passage along local streets are important for children within their neighborhoods and for access to destinations such as local schools, other neighborhoods and parks. Local streets also provide alternate routes for multi-use paths to avoid congested collector streets or arterials. People living along these local streets and neighborhoods should have direct input to determine the needs and type of design for pedestrian passage. Where that need has been determined, that is, where a local street leads to a regional trail, multi-use paths along one side of local streets are recommended where practical.

Some roads should be abandoned where they would conflict with area development or sensitive areas. An example of the former is in the Los Berros Village townsite and the latter is represented by a road platted in the bottom of Black Lake Canyon. Road abandonment proceedings can be initiated by the Board of Supervisors upon property owner requests or recommendations of staff. Abandonment by the county only involves the public's right to use the roadway, however, and does not affect private easement rights of the owners of land within the platted subdivision.

Within urban and village areas, local streets should be planned in a network of cross-streets to avoid concentrating traffic on a few large-scale streets, illustrated in Figure 5-3. The more connections between streets that are established, the easier and more convenient it will be not only to drive between destinations but also to walk and avoid vehicle trips entirely. Such connections may include pedestrian pathways and emergency vehicle accesses as well, particularly where culs-de-sac are utilized.

Trails and Multi-Use Paths

There is a high level of interest among local citizens for establishing a multi-use trails system for pedestrian, bicycle and equestrian use, as shown in Figure 5-6. A trail system needs to be developed for circulation among the suburban and rural residential areas and to link them to the recreation areas. The priorities for establishing a multi-use trails network are:

1. Safe routes for children on foot and bicycle, especially to schools;
2. Safe pedestrian, bicycle and equestrian passage from neighborhoods to frequent destinations, schools, parks, shopping facilities and adjacent neighborhoods;
3. Linking a local multi-use trails system to regional destinations, such as nearby cities and Oso Flaco Lake;
4. Avoid sensitive resources, such as riparian/wetland vegetation and cultural resources.

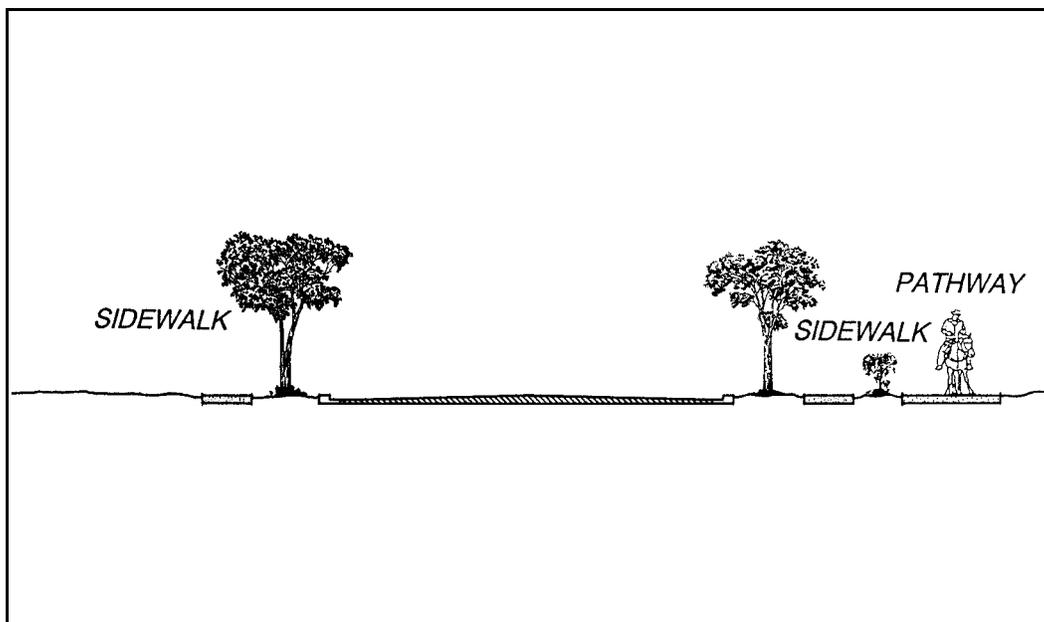


Figure 5-6: Multi-use Path

By providing safe routes between neighborhoods, parks and open space, and to shopping facilities, multi-use trails can enhance the quality of life by fostering a sense of a "village" community. The proposed routes should use public rights of way (beside existing roads and across county-owned open spaces). Also, as new developments are reviewed, easement dedications should be sought from willing landowners and developers to extend the multi-use trails system. Economic incentives for land owners and developers should be provided to encourage participation. In the event a trails easement is granted, the gross acreage should be used for calculating allowable density, rather than the normally required net acreage. Where feasible, costs for development of the multi-use trail by the land owner or developer should be in lieu of developing curb, gutter and sidewalk.

Roadside Pathways. Any public road improvement within the suburban, rural and agricultural land use categories, whether publicly or privately financed, should include either the County Standard A-1X pedestrian/equestrian path or a multi-use path. The location of multi-use paths shall be in accordance with the adopted County Trails Plan.

Staging Areas. The Lienzo Charro Arena should become a multi-use equestrian facility within the Nipomo Regional Park as the location for a central staging area for a trails network throughout the South County. Brush Poppers' Arena on Highway 1 is an important equestrian site for the north Nipomo Mesa. Foothill Farms on East Tefft Street is an important equestrian destination and staging area on the east side of Nipomo.

Concern has been expressed that trails should not run through areas designated for agriculture because of potential trespass and vandalism problems. In order to address these problems and to design a trail system, a countywide Trails Committee has been established as a sub-committee of the county Parks and Recreation Commission. The committee has prepared a Trails Plan which contains policies and definitive proposals for consideration. A more detailed local trails plan for South County should be developed through the Trails Committee that can subsequently be incorporated within this area plan.

D. OTHER TRANSPORTATION MODES

Transit

The county has a goal of providing reasonable public transportation to meet the mobility needs of all residents for access to essential public services, medical services, educational, recreational and employment opportunities and as a means to reduce air pollution, traffic congestion, parking problems and foreign oil imports. Objectives to meet this goal include the following:

1. **Service level.** Develop and support a regional and community fixed route transit system connecting all major population centers, and promote transit use as an environmentally sound transportation alternative to the private vehicle.
2. **Convenience.** Provide increases in transit service convenience to make transit an attractive transportation mode, with a target of 10% minimum increase in ridership each year, with 75% seat occupancy on each bus during peak periods.
3. **Pollution mitigation.** Use transit services as one part of a coordinated effort to reduce air pollution.

Current Transit Needs

Presently, the South County planning area is served by one fixed route bus system (CCAT Route 14) from San Luis Obispo to Santa Maria. The new route to Santa Maria, if successful, will provide an important transportation link. A "senior van" provides access to the Five Cities area and San Luis Obispo. The Five Cities area to the north is served by the South County Area Transit System (SCAT) which operates under a joint powers agreement between the county and the member cities. The Regional Handicapped System also provides van service to Nipomo.

There is an on-going effort to eliminate the deficiency in public transit between South County communities and Santa Maria. Agreements should be reached with operators within Santa Barbara County to extend fixed route bus service by jointly funding it. A regional transit route that connects Nipomo with San Luis Obispo and Santa Maria should be planned. According to the Area Coordinating Council's Transportation Planning Agency, Nipomo has the population to support a dial-a-ride service or commuter transit service.

Planned Transit Development

The short-term plan for transit service to this area is to provide frequent regional transit runs (Central Coast Area Transit), and establish dial-a-ride in the Nipomo urban area when warranted. As densities and total population build, the long-term plan for transit development is the creation of sub-routes or fixed shuttle routes connecting south county residential and commercial centers along the Highway 101 corridor. In this way the frequency can be increased to shorter periods between buses, inducing residents to consider transit as a viable alternative to the private automobile.

Bus stops will be divided into regional stops and sub-regional stops. The sub-regional stops can be bus pullouts that will accommodate school buses, and can be converted to full regional bus stop standards if population densities increase as planned. Bus stops should be integrated into commercial or office development or at least provided shelters. Other details of bus stop development should be utilized that are listed in the regional transportation plan.

Land Use and Transit

A primary objective of the short and long-range transit \development plan is to maximize transit use by land use planning that encourages non-automotive use. All new development should be reviewed to encourage transit use.

While transit is most efficient through high density corridors, much of the south county is designated for low density development in response to other planning goals for the area. However, concentrations of development can facilitate and encourage the use of public transit. These centers may be separated from each other by open space to preserve the rural character of the south county area.

Each transit-oriented center should provide higher density housing, allow mixed-uses, and have convenient walking access less than one-fourth mile between residences, working, open space and public transit, consequently encouraging residents to travel by bus, walking or bicycling.

The major fixed route service for the area is expected to continue to be CCAAT regional routes. Acting as feeder services, local dial-a-ride systems will interface with the fixed route lines at major transfer points. Within 10 to 20 years, a deviated fixed route through the communities may be feasible to link with the regional system.

Transit-oriented Development Policies

Transit-oriented development policies are needed in land use planning and in the review of discretionary project and subdivision applications to encourage and enhance transit usage within the planning area. Transit-oriented standards apply to development in Article 9 of the Land Use Ordinance (Section 22.112 - South County Planning Area). The following policies should guide land use planning:

1. Along major transit corridors, urban densities should be achieved in urban village centers that will have a mix of employment and higher density residential zoning to encourage transit, walking and bicycling. Minimum densities as well as maximum densities should be set within these activity centers to provide a population threshold for convenient transit.

Automobile oriented uses such as service stations, car sales lots and drive-through retail should not be located within these activity centers so that there will be areas that encourage walking, biking and transit use. Mixed compatible use should be encouraged within the centers, allowing for the development of areas where walking can access homes, offices and stores.

2. Open space or agricultural separators (greenbelts) are important between communities to prevent

sprawl or strip commercial development that can interfere with development of urban village centers. The most effective land use categories to retain low-density development are Agriculture, Rural Lands, Residential Rural and Open Space.

3. Parallel routes to Highway 101 should be established on Hetrick Road and Orchard Avenue to facilitate access north and south through the area, for general transportation and for connecting multi-modal transit stops.
4. On-site services should be encouraged at urban village centers, including child care, personal services, cafes, pharmacy and convenience stores in residential areas, as well as restaurants, banks, general retail stores in employment centers.

Bikeways

Bikeways provide convenient routes for bicycle travel and encourage recreation and non-automobile transportation. There are several types of bikeways described in Framework for Planning, Part I of the Land Use Element. Summarized here, they include Class I bike paths (separated from the road for the exclusive use of bicycles), Class II bike lanes (at least four feet of maintained and marked shoulder of a road, for semi-exclusive use of bicyclists), and Class III bike routes (shared traffic lane with automobiles designated by signs). The Regional Transportation Plan, adopted by the San Luis Obispo Area Council of Governments, provides additional background information.

Objectives and Policies

1. **Regional bikeway system.** Create an area-wide bikeway system to provide for efficient and safe transportation for bicycle commuters.

Encourage local jurisdictions and major employers to provide bicycle parking facilities at major destination points such as shopping centers, public facilities, transit hubs, and park-and-ride lots to increase the use of bicycles.

2. **Safe bikeway improvements.** Provide safe travel for school children, the commuter and the recreational rider.

Encourage all new development to include 5'- 8' Class II bikeways along all new collectors and arterials, where terrain permits, as shown in Figure 5-7. Width and class should be determined by factors such as vehicle speed, traffic volumes, terrain and road width.

3. **Bicycle safety program.** Increase efforts to implement yearly bike safety programs in all public and private schools.

4. **Transportation demand management, (TDM).** Encourage use of bikes as an alternative transportation mode to reduce single occupancy vehicle (SOV) travel thereby reducing air pollution.

- a. Encourage employers with 25 or more employees to reduce SOV travel with an organized program that includes bike use.

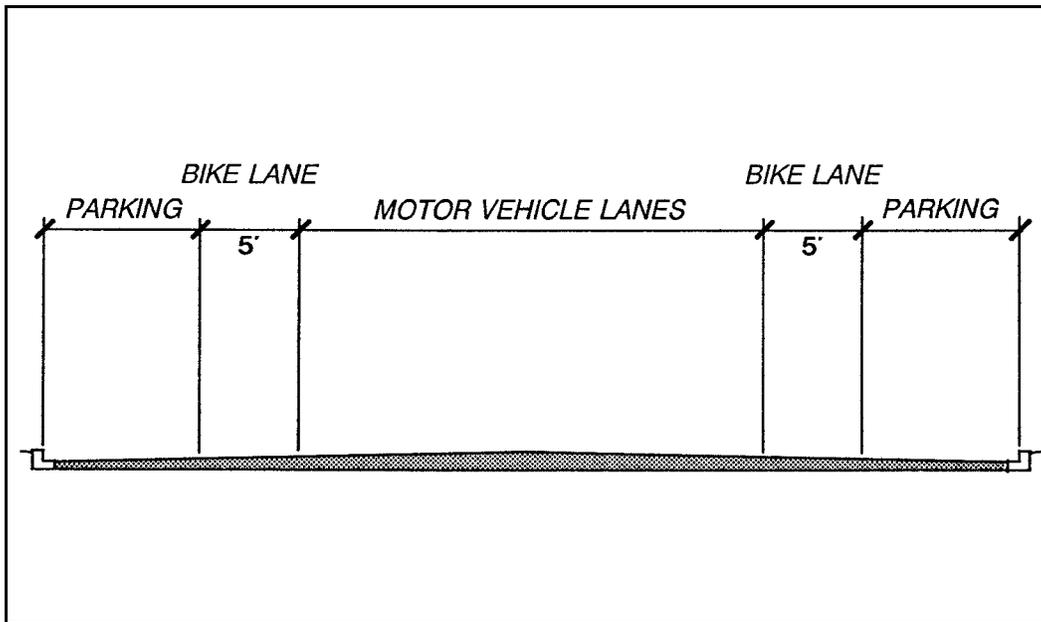


Figure 5-7: Class II Bike Lanes

5. **Recreation.** Develop Class I bikeways with multi-use trails through public recreational areas and along public right of ways where deemed appropriate due to scenic and/or recreational resources. Dedicated public easements should be sought, and economic incentives for private land owners should be considered where unique scenic, recreational or historical routes coincide with private property, and where connections are desired between recreational and scenic areas. The protection of natural resources should also be achieved. Prepare a plan for Class I bikeways along appropriate routes through the planning area, to connect major destinations for different age groups, as part of an areawide pathway planning project.

Proposed Commuter-oriented Projects

The following is a list of the recommended bicycle routes that should be constructed to provide a local bikeway system and link it to the regional system:

Class I Bike Paths

Pacific Coast Railroad

Construct a Class I bike path within the Pacific Coast Railroad right-of-way and/or the State Water Project easement between, and connecting to, the Thompson Road/Highway 101 interchange through Nipomo to the Highway 166/101 interchange adjacent to an equestrian/walking path. Connect this route to Thompson Road and south Oakglen Street and the Dana Adobe site by obtaining public easements for a bike lane and multi-use trail in a linear park, consistent with the County Trails Plan.

Highway 101/Santa Maria River

Provide a separate Class I Bike Path in the reconstruction and widening of the Highway 101/Santa Maria River bridge, or an alternate seasonal surface crossing, to connect between the Pacific Coast Railroad right of way, Cuyama Lane and Santa Maria.

Nipomo Regional Park

Class I bicycle lane with a multi-use trail around the perimeter of the Nipomo Regional Park.

Highway 1

Class I bicycle lane to coincide with the Juan Bautista De Anza National Historical Trail and Bike Centennial Pacific Coast Route.

Recreation Center to Nipomo Regional Park/Dana School

Develop a Class I Bike Lane between the Nipomo Youth Recreation Center and the Nipomo regional Park, by way of Hill Street to Orchard Avenue.

Recreation Center to Nipomo School

Class I bike lane extend between the Nipomo Youth Recreation Center to Nipomo School.

Class II Bike Lanes

Highway 1 from Valley Road south to Santa Barbara County where Class I bikeways in conjunction with the Juan Bautista De Anza National Historical Trail and Bike Centennial Pacific Coast Route are not developed.

Valley Road from Highway 1 to the city of Arroyo Grande.

Los Berros Road from Valley Road to Thompson Road/Highway 101 interchange, then Thompson Road to Cuyama Lane/Highway 166.

Willow Road from Highway 1 to Thompson Road.

Pomeroy Road from Los Berros Road to Tefft Street.

Tefft Street from Thompson Road to Las Flores Drive.

Orchard Avenue, Joshua and Hutton Roads to Cuyama Lane, then on Cuyama Lane to Thompson Road.

Division Street from Orchard Avenue to Highway 1.

Oso Flaco Lake Road from Highway 1 to the west end of the road.

All urban collector and arterial streets within the Nipomo urban area as funds are available and road improvements are constructed. High priority should be given to routes that serve school children.

Carpooling - Park and Ride Lots

Park and ride lots are transfer areas where people may drive or carpool to the lot, park their vehicles and continue on with another carpool or transit route. The Clean Air Plan and the Regional Transportation Plan have emphasized park and ride lots as transportation system management measures to shift away from single occupancy vehicle travel.

The overall goal for park and ride lots is to provide convenient locations for transferring commuters from single-occupancy vehicles into carpools, van pools and public transit. Criteria are needed to standardize the location, amenities and design of lots. A bicycle bus trailer should be included in South County bus service.

Rail

The Southern Pacific Railroad provides freight service in the area with rail spurs to serve the industrial development on the mesa. This service is expected to remain and could possibly expand if additional industrial development occurs.

Rail transit between San Luis Obispo, the Five Cities area and Santa Maria could become a feasible mode of transportation depending on subsidies, cost of fuel for automobiles, and the interest of the community. A rail transit project should be considered as a possible use of the Pacific Coast Railroad right of way. However, the Rail Improvement Feasibility Study, prepared for the San Luis Obispo Council of Government in January 1992, indicated that rail transit was not feasible in the foreseeable future due to the cost of constructing new track and the more cost-effective operation of other modes of transportation.

E. CIRCULATION PROGRAMS

"Programs" are non-mandatory actions recommended by the Land Use Element to achieve community or areawide goals and policies identified in this area plan. The implementation of each LUE program is the responsibility of the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the county should be based on consideration of community needs and substantial community support for the program and its related cost.

The following circulation programs for the South County planning area are grouped under general headings to indicate where in a particular community or other location in the planning area they each apply.

Areawide.

1. **Areawide Circulation Plan.** The Public Works and Planning Departments, in coordination with area group representatives, should refine the circulation plan to include local street circulation and address the location, timing, costs and funding of needed improvements in the Nipomo urban area northward to the southern fringe of the five cities urban area.
2. **Resolution of Route for the Willow Road Extension and Willow/Highway 101 interchange.** The county should conduct and complete an alternative routing study for the extension of Willow Road to Highway 101 and beyond to Thompson Road by November 9, 1994.
3. **Transportation Demand Management.** The Public Works and Planning Departments, in cooperation with the Area Coordinating Council and Caltrans staff, should conduct special studies to seek ways to reduce peak hour traffic volumes on the heavily traveled sections of Highways 1 and 101. The studies should be scheduled for completion as input to the Circulation Plan.
4. **Funding reimbursement.** The Public Works Department should initiate an ordinance amendment providing for the reimbursement of those developers who pay for the road improvements to their projects, by those who subsequently develop along the particular improved street or road.
5. **Street Landscaping Projects.** The county should seek and obtain funding for street landscaping that can be installed with planned street improvements or separately. Street trees, landscaped center medians, special lighting and street furniture should be included.

6. **Cooperative Roads Program.** The county Public Works Department should initiate a cooperative roads program for responding to property owners' requests for upgrading unimproved roads. The program could begin with an inventory with the community identifying which roads most need improving. The cooperative roads program would offer improvements on the basis of loan funding repaid by affected land owners. Bicycle lanes and multi-use paths addressed in this plan should be included in the program.
7. **Highway 1 Visual Corridor Study.** The county Public Works and Planning Departments should work with the California Department of Transportation to initiate a study of the Highway 1 corridor to explore alternative methods of protecting its scenic qualities. Development of the Juan Bautista De Anza National Historical Trail with bicycle and multi-use trails along Highway 1 should be considered as one means of allowing county residents recreation, utilizing Highway One's scenic qualities.
8. **Trail Crossing.** The county should work with the State Department of Transportation to install a separate bicycle path and trail crossing adjacent to the Highway 101 - Santa Maria River crossing to connect the South County planning area with Santa Maria facilities.
9. **Road Abandonment.** The county should initiate road abandonment proceedings on Black Lake Canyon Road, a platted road located in the bottom of Black Lake Canyon, to limit vehicle access through the canyon. Prior to abandonment, address road circulation within the canyon area. It is recognized that an abandonment does not extinguish the private access rights of lot owners within the subdivision.
10. **Port Harford Eucalyptus Tract and Porter-Pacific Eucalyptus Tract; Upper Los Berros Canyon Road Improvements.** The Public Works Department should work with area property owners to form assessment districts, seek state and federal grant funds and obtain development fees to acquire rights-of-way and construct needed roads to county standards, as cost effective as possible and acceptable to the residents.

Los Berros Village

11. **Re-subdivision and Road Abandonment.** The Planning Department should work with property owners to re-subdivide the village to reflect ownership patterns and actual locations of roads. It is recognized that an abandonment does not extinguish the private rights of lot owners within the subdivision.

Nipomo Urban Area

12. **Tefft Street and Thompson Road Improvements.** The Public Works and Planning Departments should develop a landscaping and sidewalk improvement plan for Thompson Road and Tefft Street, including considering landscaped center medians along Tefft Street, using low water-consuming plantings of ground cover, shrubs and street trees. This project should be implemented with any major street improvement or widening and upon the assumption of maintenance responsibility by the county or another association or agency such as the Nipomo Community Services District.
13. **Highway 101 Landscaping.** The Planning Department should work with Caltrans, the Area Coordinating Council and the community to provide a freeway landscaping project within Nipomo for beautification and screening.
14. **Street Improvements.** The Public Works Department should work with property owners to establish one or more improvement districts to install adequate street improvements including curbs, gutters and sidewalks, multi-use paths, street lighting and landscaping according to available design options.

**Table 5-1
Schedule for Completing Circulation Programs
South County Planning Area**

<u>TOPIC</u>	<u>PROGRAM TITLE</u>	<u>RESPONSIBLE AGENCIES</u>	<u>POTENTIAL FUNDING</u>	<u>TIME FRAME (YEARS)</u>	<u>PRIORITY</u>
AREAWIDE	1. AREAWIDE CIRCULATION PLAN	COUNTY PUBLIC WORKS PLANNING	GENERAL FUND, FEES	1	HIGH
	2. WILLOW ROAD EXTENSION	COUNTY PUBLIC WORKS , PLANNING	GENERAL FUND	1	HIGH
	3. TRANSPORTATION DEMAND MANAGEMENT	COUNTY PLANNING, PUBLIC WORKS, AREA COUNCIL, CALTRANS	GENERAL FUND, CALTRANS STIP, FEES	1-3	HIGH
	4. FUNDING REIMBURSEMENT	COUNTY PUBLIC WORKS	GENERAL FUND	1-3	HIGH
	5. STREET LANDSCAPING PROJECTS	COUNTY PUBLIC WORKS, PLANNING, GENERAL SERVICES	STATE FUNDS; ASSESSMENT DISTRICTS	1-3	MODERATE
	6. COOPERATIVE ROADS PROGRAM	COUNTY PUBLIC WORKS	FEES; ASSESSMENT DISTRICT	1-3	MODERATE
	7. HIGHWAY 1 VISUAL CORRIDOR STUDY	COUNTY PLANNING, CALTRANS	GENERAL FUND, STATE GRANT	3-5	MODERATE
	8. TRAIL CROSSING	COUNTY GENERAL SERVICES	GENERAL FUND; GRANT	3-5	MODERATE
	9. ROAD ABANDONMENT	COUNTY PUBLIC WORKS	GENERAL FUND	3-5	MODERATE
	10. ROAD IMPROVEMENTS	COUNTY PUBLIC WORKS	GENERAL FUND; FEES; ASSESSMENT DISTRICT	3-5	MODERATE
LOS BERROS	11. ROAD ABANDONMENT	COUNTY PLANNING; PUBLIC WORKS	GENERAL FUND; DISTRICT	5-10	LOW
NIPOMO	12. TEFFT STREET AND THOMPSON ROAD IMPROVEMENTS	COUNTY PLANNING; PUBLIC WORKS, GENERAL SERVICES	GENERAL FUND; DISTRICTS	1-3	HIGH
	13. HIGHWAY 101 LANDSCAPING	COUNTY PLANNING; CALTRANS	GENERAL AND STATE FUNDS; GRANT	5-10	MODERATE
	14. STREET IMPROVEMENTS	COUNTY PUBLIC WORKS, PLANNING	GENERAL FUND; DISTRICT	5-10	LOW

NOTES:

1. Priority listings state the relative importance within each time frame.
2. Time frames are estimates from the date of adoption of the South County Area Plan update, (5/27/99):
Immediate: 1 year; **Short:** 1-3 years; **Medium:** 3-5 years; **Long:** to 10 years.
3. Completion of these projects is dependent upon available funding.

CHAPTER 6: COMBINING DESIGNATIONS

A. COMBINING DESIGNATIONS

Combining designations are special overlay categories applied in areas of the county with hazardous conditions or special resources, where more detailed project review is needed to avoid adverse environmental impacts or effects of hazardous conditions on proposed projects. The following areas are subject to special combining designations. In some cases, specific standards have been adopted for an area where a combining designation is applied. These standards are found in Article 9 of the Land Use Ordinance (Chapter 22.112 -South County Planning Area) and are applicable to development proposals in addition to the standards of Chapter 22.14 of the Land Use Ordinance.

Flood Hazard (FH)

Santa Maria River (FH) - The Santa Maria River, as designated on the plan, is a flood plain. Any development in this flood plain should be of a temporary nature and not create adverse affects to levees, cliffs, and the streambed in general.

Twitchell Reservoir (FH) - Twitchell Dam and Reservoir is a large flood control and water conservation facility. While dry much of the year, during the wettest winters the reservoir can inundate a sizeable area, rendering areas below 652 elevation unsuitable for any permanent structures. The reservoir discharges into the Santa Maria River and recharges the groundwater basin.

Nipomo Creek and its tributaries (FH) - Flooding of certain locations within the area is possible as evidenced by winter storms in 1969 and 1973. With increasing development, it is expected that additional areas within proximity to Nipomo Creek will become flood prone.

Geologic Study Area (GS)

Portions of the Temettate Ridge (GSA) - This area defines those areas of high landslide risk potential, as identified in the Seismic Safety Element.

Historic (H)

Dana Adobe (H-1) - The Casa de Dana (1839) is the most historic and largest adobe residence in San Luis Obispo County. It was built by Capt. William Dana, a New England sea captain, on a 38,000 acre Mexican land grant, Rancho Nipomo. The two-story adobe is owned by the San Luis Obispo County Historical Society, which wishes to restore the building. Restoration should include authentic reconstruction of the ranch house, interior decoration, and layout of the surrounding grounds. Restoration continues on the ranch house, interior decoration, and layout of the surrounding grounds. When the proposed Southland Street interchange is constructed, the Dana Adobe could become easily accessible from the freeway and become a valuable tourist attraction at the south entrance of the county, if the site is developed to accommodate visitors. The Master Plan for site development should be utilized for further improvements.

Dana Home - Melschau Road (H-2) - This house was built in 1882 by Frank Dana and was the fifth to be built on the Nipomo Rancho. It has been restored and remodeled.

Los Berros Schoolhouse (H-3) - Founded in 1890, the Los Berros Schoolhouse was built in Victorian style. The last class graduated in 1920. In 1986 it was remodeled as a residence.

Adobe Barn - Los Berros (H-3) - This adobe barn built in the 1860's was used for grain storage.

Pacific Coast Railroad Depot Site (H-4) The Pacific Coast Railway was granted its right-of-way through the Nipomo Rancho by Captain William Dana's widow in 1881. It established a depot and warehouse on each side of Tefft Street at Sparks Avenue. The depot was used extensively for agricultural shipments to Port Harford Pier, and for travelers between San Luis Obispo and Los Olivos, the southern terminus of the railway. The original town of Nipomo was platted around the depot, and railroad activity generated development in Nipomo until the early 1900'S. The depot and warehouse sites are appropriate for commemorative parks and structures designed to reflect the original buildings.

Old St. Joseph's Church (H-5) Located at the northeast corner of Tefft Street and Thompson Avenue, this church has been converted to a retail business.

Runels Home - Dana Street (H-6) This Victorian style home was built in 1886 by U.S. Runels, who subdivided 100 acres east of the original town of Nipomo. The home was used as a boarding house, and was restored in 1986 as a bed and breakfast inn.

Sensitive Resource Area (SRA)

Black Lake Canyon (SRA-1) - The narrow marsh area extending inland from Dune Lakes is one of the few remaining freshwater marshes in this area used by migratory waterfowl. This area should be protected as a wildlife refuge and any development on adjacent uplands should be carefully controlled to prevent the sedimentation of the marsh. Limited recreation potential is possible with careful planning. As of 1994, a general plan amendment and environmental impact report were being processed to address this issue.

Community-Based TDC Program:

Nipomo Bluffs (TDCR) - The area defined by 1996 Assessor Parcel Numbers 092-021-035 and 092-031-018, 019, commonly referred to as the Nipomo Bluffs project, has been determined to be eligible to be considered for the Transfer of Development Credit Receiving Site (TDCR) Combining Designation. A determination on the density shall occur during review of a tentative map by the Review Authority.

Black Lake Specific Plan (TDCR) - The area defined in the Black Lake Specific Plan, has been determined to be eligible to be considered for the Transfer of Development Credit Receiving Site (TDCR) Combining Designation. Specific density, use and permit requirements are set forth in the Specific Plan.

Black Lake Canyon (TDCS) - The narrow marsh extending inland from Dune Lakes has been determined to be eligible to be considered for the Transfer of Development Credit Sending Site (TDCS) Combining Designation. Sites in this area shall only be reviewed as to method of determining development value and issuance of bonus credits by the Review Authority. The guarantee of conservation shall be based on the method that would otherwise have been used to determine eligibility as a sending site.

[Amended 1996, Ord. 2776]

B. PROPOSED PUBLIC FACILITIES

Only those public facilities are considered that have a direct effect on land use and are publicly managed. The public facilities needed for the planning area are determined by many public agencies. Development guidelines for proposed public facilities are contained in Framework for Planning - Inland Area.

Rural Area

Summit Station Road Area - The area surrounding Summit Station Road, as shown in Figure No. 7-26, has a unique hardship regarding water availability. Establishment of a community water service system is justified within the boundaries of this specific hardship area. This community water service system may be managed by a private water purveyor or, subject to LAFCo approval, by a public agency such as a community service district or a county service area. It is intended that the water from the community water system shall not be used to support new land uses or category changes that would result in denser development than what is allowed by the hardship area's Residential Rural category. Any modification of the hardship area's boundaries that expands the service area is not encouraged. Furthermore, the establishment of a community water service system in this unique hardship area is not intended to set a precedent or be seen as the sole justification for the establishment of community services within other rural areas of the county which do not have a physical hardship of comparable magnitude. [Added 1993, Ord. 2614]

Nipomo Urban Area

Schools - The proposed school sites should be carefully evaluated by the Lucia Mar Unified School District. The two existing elementary schools are over capacity, and new facilities will be needed to serve the levels of population anticipated by this plan. Lucia Mar School District has identified the need for a middle school, an elementary school and a high school. A continuation high school campus site has been selected on Highway 1 south of Halcyon Road. The school district should select future school sites at or near the proposed locations that are shown on the Combining Designation Map.

Government Services Center (GF) - This symbol is applied to two sites; the first is at the sites of the Pacific Coast Railroad station on Sparks Avenue and Tefft Street for short-to mid-term uses. The second proposed facility site is located south of Sparks Street near Nipomo Creek to meet long-range needs of the community.

Facilities that should be considered for each center include a Sheriff's substation, general county and district government offices and courts if applicable, branch library, multi-purpose room for citizen activities, interview and office space for social and community health services, and kitchen facilities. Each proposed site is large enough to also include a public plaza at its respective scale. Developing these centers should be given high priority in the County Capital Improvement Program.

Any government facilities as shown in the Nipomo Regional Park Master Plan should reflect special community functions, such as a library, senior citizen or community building.

Parks - Map symbols for future park sites are shown at the Nipomo Elementary School, at a future school site on Orchard Avenue, at the future civic center site of Sparks Street as a plaza or park, and at the Pacific Coast Railroad depot site on Tefft Street as a visitor rest stop and plaza. An initial linear park system is shown within Nipomo that could link important areas with a series of pedestrian and bicycle paths that would be separate from streets while still being located within the street right-of-way. A linear park should be developed along the Pacific Coast Railroad right-of-way or the State Water Project easement to loop into the community. Development of the recommended linear park along Nipomo creek should include provisions to protect riparian habitat for any portions of the park within 50 feet of the existing creek bank and vegetation.

C. COMBINING DESIGNATIONS AND PROPOSED PUBLIC FACILITY PROGRAMS

"Programs" are specific non-mandatory actions or policies recommended by the Land Use Element to achieve community or areawide objectives identified in this area plan. The implementation of each LUE program is the responsibility of the community, through the county or other public agency identified in the program itself. Because programs (some of which include special studies) are recommended actions rather than mandatory requirements, implementation of any program by the county should be based on consideration of community needs and substantial community support for the program and its related cost.

The following programs for the South County planning area are grouped under the names of communities or rural areas, and then under combining designations or other location headings to identify specific areas where they each apply.

Proposed Public Facilities (GF)

1. **Government Services Center.** The county should prepare a facilities plan that is oriented to meeting current and projected human needs within South County. The county should utilize existing public land at the Pacific Coast Railroad depot site for short- and mid-term capital needs. For long-range needs, it should acquire property and develop a larger Nipomo Government Services Center on a site shown south of Sparks Street near Nipomo Creek. Facilities should be considered for a branch library, multipurpose rooms for community activities, kitchen facilities, office space for social and community health services, a Sheriff's substation and a public plaza.

Flood Hazard Areas (FH)

2. **Channel Maintenance Programs.** The county Flood Control District should undertake a channel maintenance program for Nipomo Creek and tributaries to prevent erosion and preserve stream channels. Maintenance should include only that which is required to ensure continued channel capacity that will provide proper drainage during flooding stages.

Historic Areas (H)

Dana Adobe

3. **Restoration Program.** The General Services Department should work with the County Historical Society and the property owners surrounding the Dana Adobe for restoration and historic preservation.
4. **Funding.** Seek federal and state grant funds to aid in the restoration project.
5. **Information Center.** The General Services Department should explore the feasibility of purchasing and developing a portion of a property adjacent to the Dana Adobe as a tourist information center with facilities to include parking, picnicking and a building with historical displays and restrooms. If it is determined such a facility is feasible, its construction should be accompanied with funding to provide staffing to serve visitors.

Pacific Coast Railroad Depot Site

6. **Railroad Station Site.** A commemorative facility should be developed to recognize and display the historical significance of the Pacific Coast Railway within Nipomo while establishing the site as a plaza and visitor rest stop.

Sensitive Resource Area (SRA)

Black Lake Canyon

7. **Preservation.** Preservation of this unique environment should be given priority.
8. **Resource Protection Plan.** An organization should seek state and federal grant funds to prepare a resource protection plan for the canyon.
9. **Open Space Easements.** The county should preserve land below the rim of Black Lake Canyon through a variety of mechanisms.

TABLE 6-1
SCHEDULE FOR COMPLETING COMBINING DESIGNATION AND PUBLIC FACILITY PROGRAMS
SOUTH COUNTY PLANNING AREA

DESIGNATION	TITLE	RESPONSIBLE AGENCIES	POTENTIAL FUNDING	TIME FRAME (YEARS)	PRIORITY
PUBLIC FACILITIES	1. GOVERNMENT SERVICES CENTER	COUNTY ADMINISTRATION; PLANNING; GENERAL SERVICES	GENERAL FUND; ASSESSMENT DISTRICT	1-3	HIGH
FLOOD HAZARD	2. CHANNEL MAINTENANCE PROGRAMS	COUNTY PUBLIC WORKS	NO INCREASE	ONGOING	MODERATE
HISTORIC	3. DANA ADOBE RESTORATION	COUNTY GENERAL SERVICES; SLO COUNTY HISTORICAL SOCIETY	DONATIONS, GRANT	1-3	MODERATE
	4. RESTORATION FUNDING	COUNTY GENERAL SERVICES; SLO COUNTY HISTORICAL SOCIETY	GENERAL FUND; GRANTS	1-3	MODERATE
	5. TOURIST INFORMATION CENTER	COUNTY GENERAL SERVICES; SLO COUNTY HISTORICAL SOCIETY; NIPOMO CHAMBER OF COMMERCE	GRANT; DONATIONS; GENERAL FUND	3-5	MODERATE
	6. PACIFIC COAST RAILROAD DEPOT COMMEMORATIVE SITE	COUNTY PLANNING AND BUILDING; GENERAL SERVICES; NIPOMO CHAMBER OF COMMERCE	GRANT; DONATIONS; GENERAL FUND	3-5	MODERATE
SENSITIVE RESOURCE AREA	7. BLACK LAKE CANYON PRESERVATION	COUNTY GENERAL SERVICES; COUNTY PLANNING AND BUILDING	GRANT; GENERAL FUND; ASSESSMENT DISTRICT		
	8. BLACK LAKE CANYON RESOURCE PROTECTION PLAN	COUNTY PLANNING AND BUILDING; GENERAL SERVICES	GRANT; GENERAL FUND; ASSESSMENT DISTRICT		
	9. BLACK LAKE CANYON OPEN SPACE EASEMENTS	COUNTY PLANNING AND BUILDING; GENERAL SERVICES	GRANT; GENERAL FUND; ASSESSMENT DISTRICT		

NOTES:

1. Project completion is dependent upon available funding.
2. Time frames are estimates from the date of adoption of the South County Area Plan Update, (enter date): **Immediate:** 1 year; **Short:** 1-3 years; **Medium:** 3-5 years; **Long:** to 10 years.
3. Priority listings are the relative importance within each time frame.

APPENDIX

- A. Population Projections - Resource Constrained Scenario
- B. Estimated Build-out Capacity and Projections

**TABLE A
POPULATION PROJECTIONS**

SAN LUIS OBISPO COUNTY POPULATION ESTIMATES RESOURCE CONSTRAINED SCENARIO (3)							MAY 1990
Planning Area/ Community	1990	1995	2000	2005	2010	2015	2020
ADELAIDA	2,923	3,089	3,247	3,396	3,536	3666	3788
EL POMAR/ESTRELLA	6,891	7,786	8,691	9,597	10,494	11,373	12,227
ESTERO	29,652	30,789	31,551	32,331	32,944	33,515	34,063
MORRO BAY (2)	10,377	10,854	11,245	11,808	12,285	12,762	13,240
CAYUCOS	2,992	3,089	3,138	3,163	3,176	3,182	3,186
LOS OSOS	14,633	15,123	15,375	15,503	15,567	15,599	15,615
ESTERO (RURAL)	1,650	1,723	1,792	1,856	1,916	1,972	2,023
HUASNA-LOPEZ	787	805	821	836	849	862	873
LAS PILITAS	1,311	1,391	1,467	1,539	1,607	1,671	1,730
LOS PADRES	299	313	325	337	349	359	369
NACIMIENTO	2,251	3,230	4,475	6,008	7,836	9,960	12,366
NORTH COAST	6,168	6,506	6,826	7,128	7,411	7,676	7,923
CAMBRIA	5,297	5,594	5,876	6,142	6,392	6,625	6,843
NORTH COAST (RURAL)	871	912	950	986	1,020	1,051	1,080
SALINAS RIVER	52,144	61,354	70,555	79,773	88,993	98,199	107,380
ATASCADERO (2)	23,517	27,099	30,681	34,264	37,846	41,428	45,010
PASO ROBLES (2)	17,474	21,638	25,801	29,964	34,127	38,291	42,454
SAN MIGUEL	1,081	1,235	1,392	1,551	1,709	1,866	2,019
SANTA MARGARITA	1,229	1,327	1,379	1,428	1,473	1,515	1,554
TEMPLETON	3,340	3,624	3,900	4,166	4,422	4,666	4,897
SALINAS RIVER (RURAL)	5,503	6,431	7,401	8,400	9,415	10,434	11,446

**SAN LUIS OBISPO COUNTY POPULATION ESTIMATES
RESOURCE CONSTRAINED SCENARIO (3)**

Planning Area/ Community	1990	1995	2000	2005	2010	2015	2020
SAN LUIS BAY	46,453	51,693	56,912	62,105	67,263	72,383	77,460
ARROYO GRANDE (2)	15,113	16,669	18,226	19,781	21,337	22,893	24,449
AVILA BEACH	1,160	1,170	1,178	1,186	1,194	1,200	1,206
GROVER CITY (2)	11,734	13,169	14,606	16,043	17,478	18,915	20,351
OCEANO	6,464	7,052	7,627	8,184	8,721	9,235	9,724
PISMO BEACH (2)	7,881	9,130	10,378	11,627	12,875	14,123	15,372
SAN LUIS BAY (RURAL)	4,101	4,503	4,898	5,284	5,657	6,016	6,359
SAN LUIS OBISPO	54,393	58,240	62,053	65,832	69,573	73,282	76,955
SAN LUIS OBISPO (2)	42,136	45,376	48,617	51,859	55,099	58,340	61,580
SAN LUIS OBISPO (RURAL)	12,257	12,864	13,436	13,973	14,475	14,942	15,375
SHANDON-CARRIZO	2,370	2,521	2,665	2,801	2,930	3,051	3,165
SOUTH COUNTY	16,200	17,822	19,437	21,030	22,590	24,103	25,562
NIPOMO	8,376	9,489	10,618	11,750	12,873	13,976	15,050
NIPOMO (RURAL)	7,825	8,333	8,819	9,281	9,717	10,127	10,512
UNINCORPORATED	93,611	101,602	109,471	117,367	125,327	133,348	141,405
INCORPORATED	128,232	143,936	159,555	175,345	191,048	206,752	222,456
COUNTY TOTAL	221,843	245,538	269,026	292,712	316,374	340,100	363,861
DOF CONTROL (1990)	221,703	250,200	283,200	311,400	339,900	367,800	394,000
	140	(4,662)	(14,174)	(18,688)	(23,526)	(27,700)	(30,139)

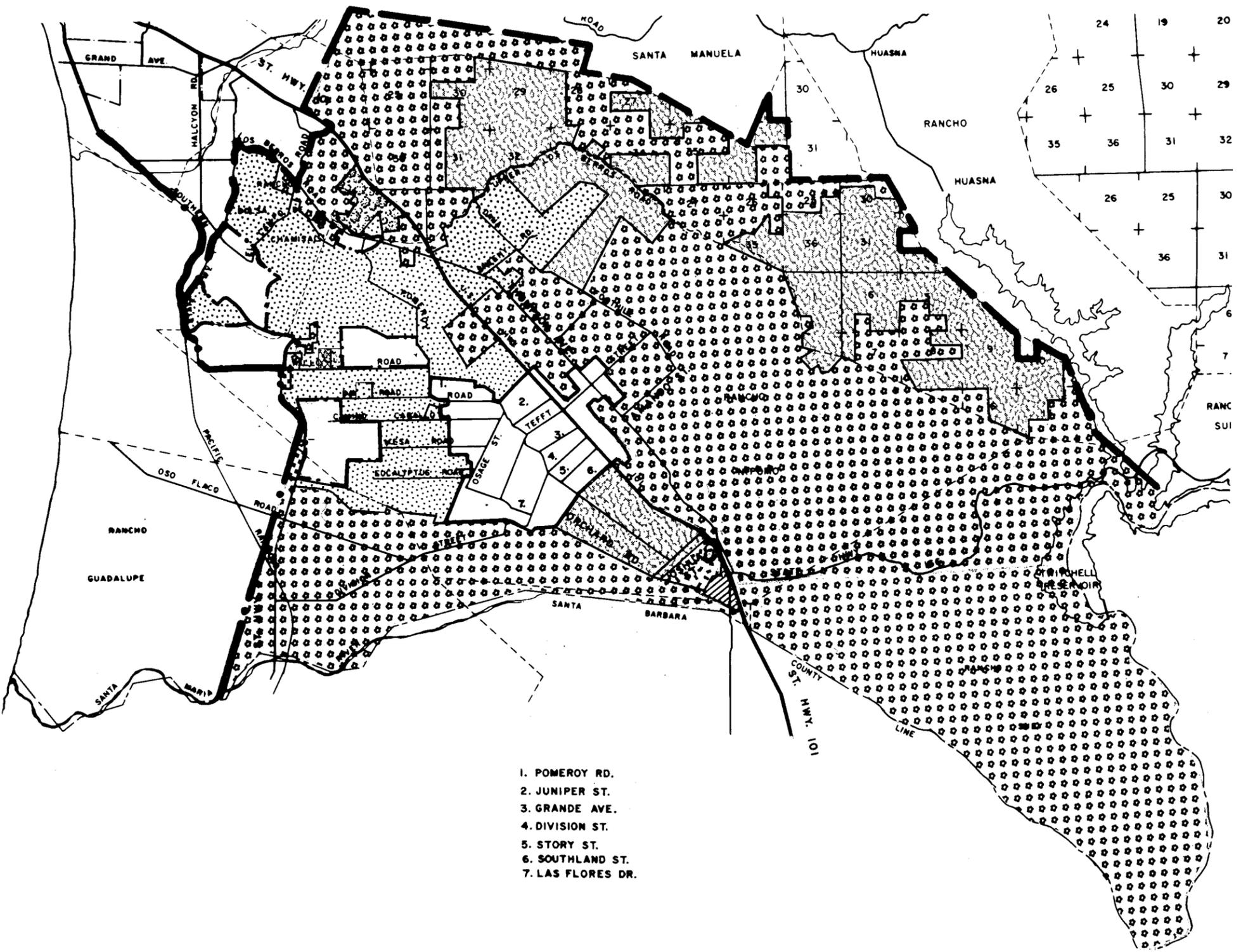
- (1) 1990 Figures are as of January 1. DOF control represents State Department of Finance estimates.
(2) Individual city staff generally concur with their cities' respective projections.
(3) Resource constraints based upon Summary of Resource Management System Levels of Severity. Appendix D of Framework For Planning - Inland Portion of the Land Use Element.

TABLE B
ESTIMATED BUILD-OUT CAPACITY AND PROJECTED BUILD-OUT DATES

Area/Community	Build-out Dwellings	Build-out Population	Projected Build-out Date
Rural Area	2,862	8,958	2010+
Callender-Garrett Village Area	250	783	2010+
Los Berros Village Area	71	222	2010+
Nipomo Urban Area	7,678	24,032	2010+
Palo Mesa Village Area	797	2,495	2010+
TOTAL	11,658	36,490	

NOTES:

1. The build-out capacity estimates and population projections are subject to change with the development of new information through the Land Use Element update program or other research projects. Estimates may be revised periodically.
2. Community listings include all land within urban or village reserve lines. Villages are considered part of the rural area in Table A-1.
3. The build-out population represents the likely maximum population to inhabit each community or area, under current city and county general plans, given the factors discussed in Chapters 3 and 5. Population is derived from an average 3.13 persons per dwelling unit, determined by the 1990 U.S. Census.
4. Projected dates are estimates rounded to the nearest five-year interval using population projections in Table A-1.



1. POMEROY RD.
2. JUNIPER ST.
3. GRANDE AVE.
4. DIVISION ST.
5. STORY ST.
6. SOUTHLAND ST.
7. LAS FLORES DR.

LEGEND

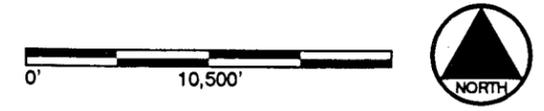
LAND USE CATEGORIES

	AG	Agriculture
	RL	Rural Lands
	REC	Recreation
	RR	Residential Rural
	RS	Residential Suburban
	RSF	Residential Single Family
	RMF	Residential Multiple Family
	O/P	Office & Professional
	CR	Commercial Retail
	CS	Commercial Service
	IND	Industrial
	PF	Public Facilities
	OS	Open Space

BOUNDARIES

-
-
-
-
-

SCALE

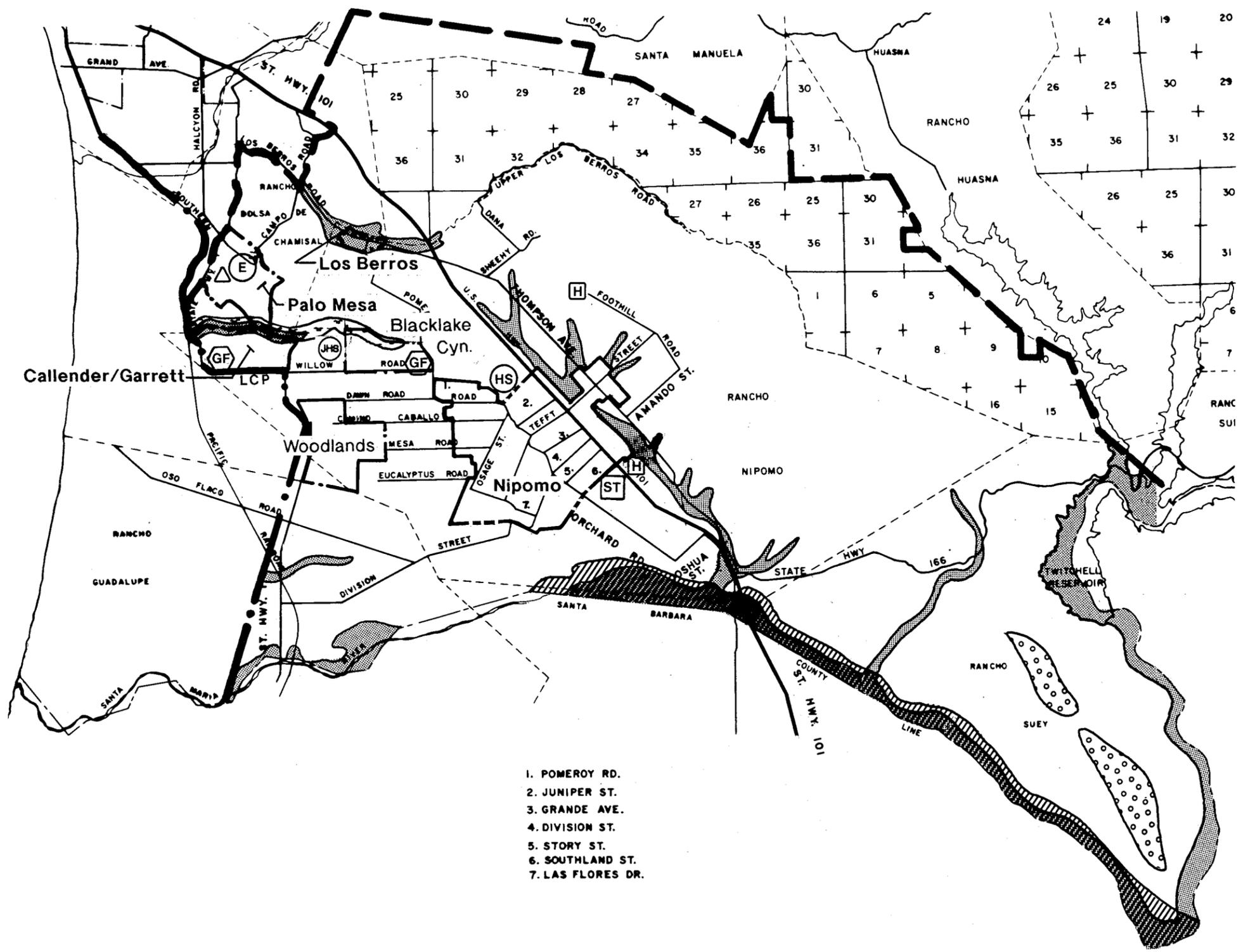


NOTE: This map is for reference purposes only. Official maps showing precise property lines and land use category boundaries are on file in the Planning Department.

SOUTH COUNTY - Rural

LAND USE CATEGORIES

Revised 5-2-02 Map 1



1. POMEROY RD.
2. JUNIPER ST.
3. GRANDE AVE.
4. DIVISION ST.
5. STORY ST.
6. SOUTHLAND ST.
7. LAS FLORES DR.

LEGEND

COMBINING DESIGNATIONS

	AR	Airport Review Area
	ARCH-SEN	Archaeologically Sensitive Area
	GS	Geologic Study Area
	FH	Flood Hazard
	H	Historic
	EX	Energy & Extractive Area
	EX ₁	Extractive Area
	LCP	Local Coastal Plan
	V	Visitor Serving Area
	SRA	Sensitive Resource Area

PROPOSED PUBLIC FACILITIES

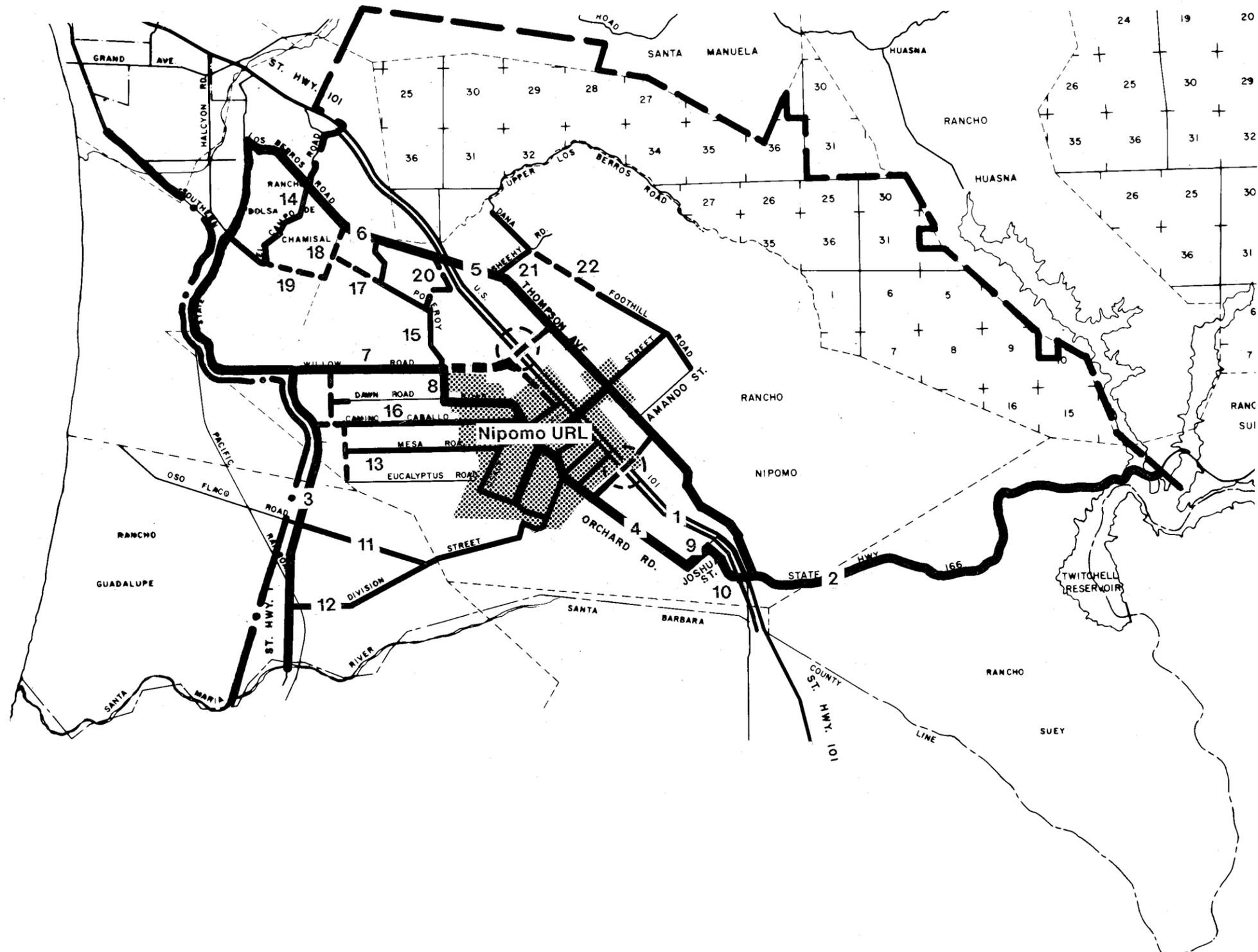
	High School
	Jr. High School
	Elementary School
	Park
	Police / Public Safety Facility Station
	Water Treatment Facility
	Sewage Treatment Facility
	Solid Waste Facility
	Government Facility
	Library

SCALE



SOUTH COUNTY - Rural
COMBINING DESIGNATIONS

REVISED 5-2-02 Map 2



LEGEND

CIRCULATION

EXISTING	PROPOSED	
		Principal Arterial
		Arterial
		Collector
		Interchange

PRINCIPAL ARTERIAL

- Highway 101

ARTERIALS

- Highway 166
- Highway 1
- Orchard Rd.
- Thompson Ave.
- Los Berros Rd.
- Willow Rd.
- Pomeroy Rd.
- Joshua Rd.
- Hutton Rd.

COLLECTORS

- Oso Flaco Rd.
- Division St.
- Mesa Rd.
- El Campo Rd.
- Pomeroy Rd.
- Camino Caballo
- Lyn Rd.
- Stanton
- Halcyon Rd.
- Summit Station
- Sheehy Rd.
- Dana-Foothill Rd.

SCALE

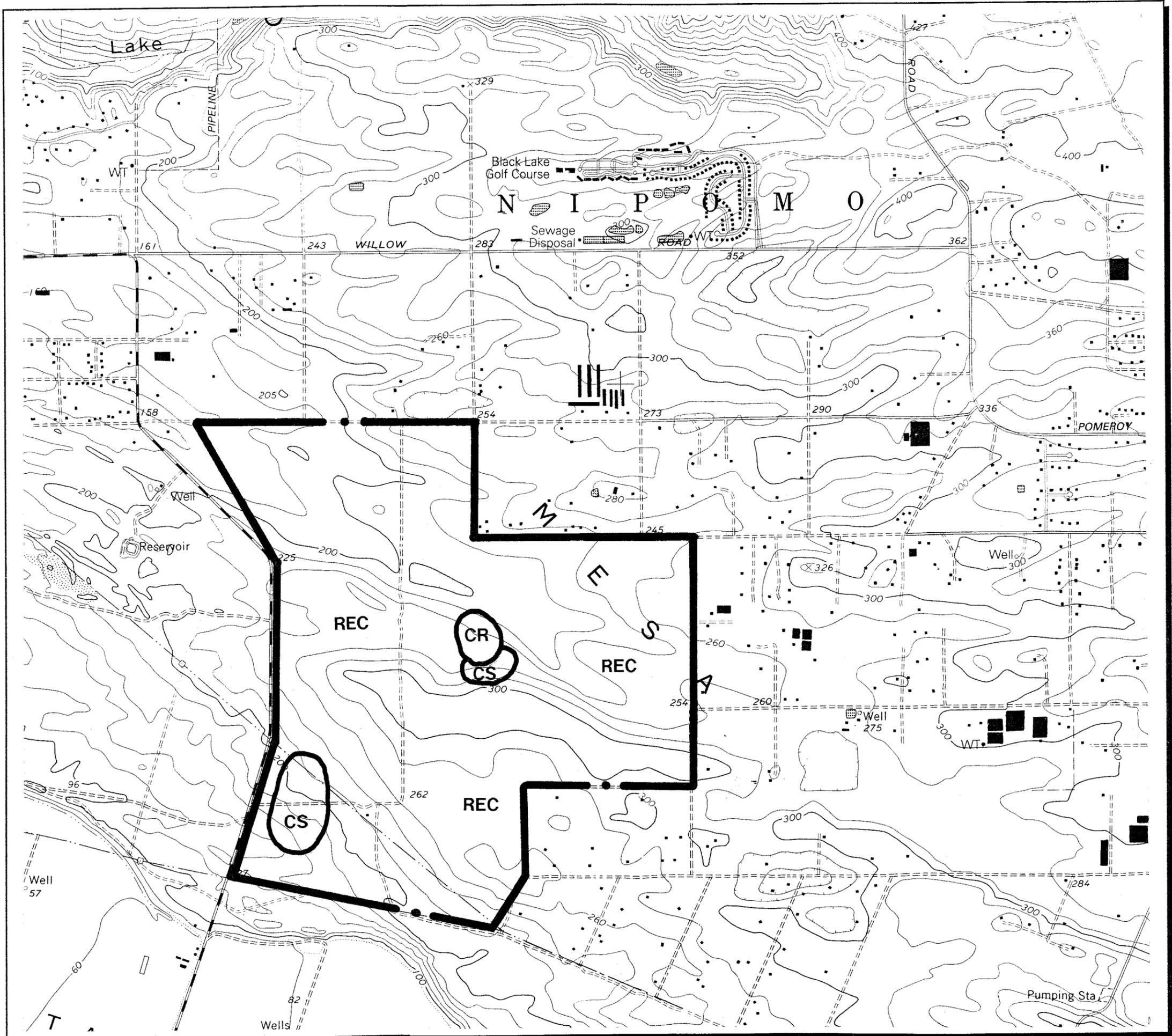


NOTE: This map represents official circulation information.

SOUTH COUNTY - Rural CIRCULATION

REVISED 1/15/99

Map 3



LEGEND

LAND USE CATEGORIES

- AG** Agriculture
- RL** Rural Lands
- REC** Recreation
- RR** Residential Rural
- RS** Residential Suburban
- RSF** Residential Single Family
- RMF** Residential Multiple Family
- O/P** Office & Professional
- CR** Commercial Retail
- CS** Commercial Service
- IND** Industrial
- PF** Public Facilities
- OS** Open Space

BOUNDARIES

- Urban Reserve Line (URL)
- Urban Service Line (USL)
- Village Reserve Line (VRL)
- Planning Area
- Central Business District

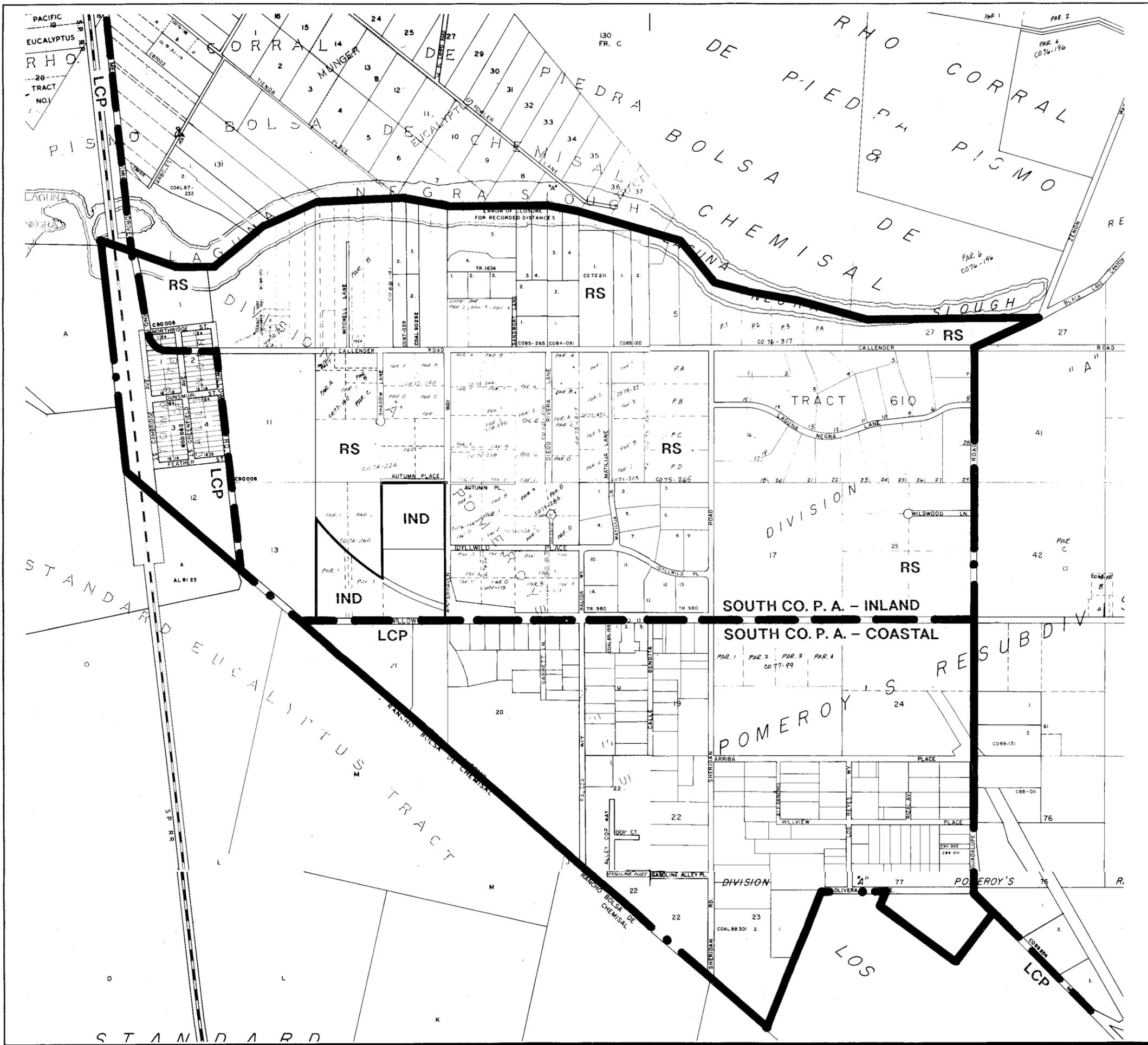
SCALE



NOTE: This map is for reference purposes only. Official maps showing precise property lines and land use category boundaries are on file in the Planning Department.

WOODLANDS
LAND USE CATEGORIES

Revised: 1/15/99 Map 5



LEGEND

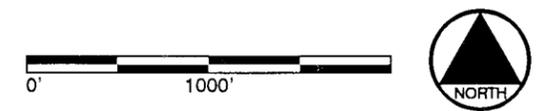
LAND USE CATEGORIES

AG	Agriculture
RL	Rural Lands
REC	Recreation
RR	Residential Rural
RS	Residential Suburban
RSF	Residential Single Family
RMF	Residential Multiple Family
O/P	Office & Professional
CR	Commercial Retail
CS	Commercial Service
IND	Industrial
PF	Public Facilities
OS	Open Space

BOUNDARIES

- Urban Reserve Line (URL)
- Urban Service Line (USL)
- Village Reserve Line (VRL)
- Planning Area
- Central Business District

SCALE

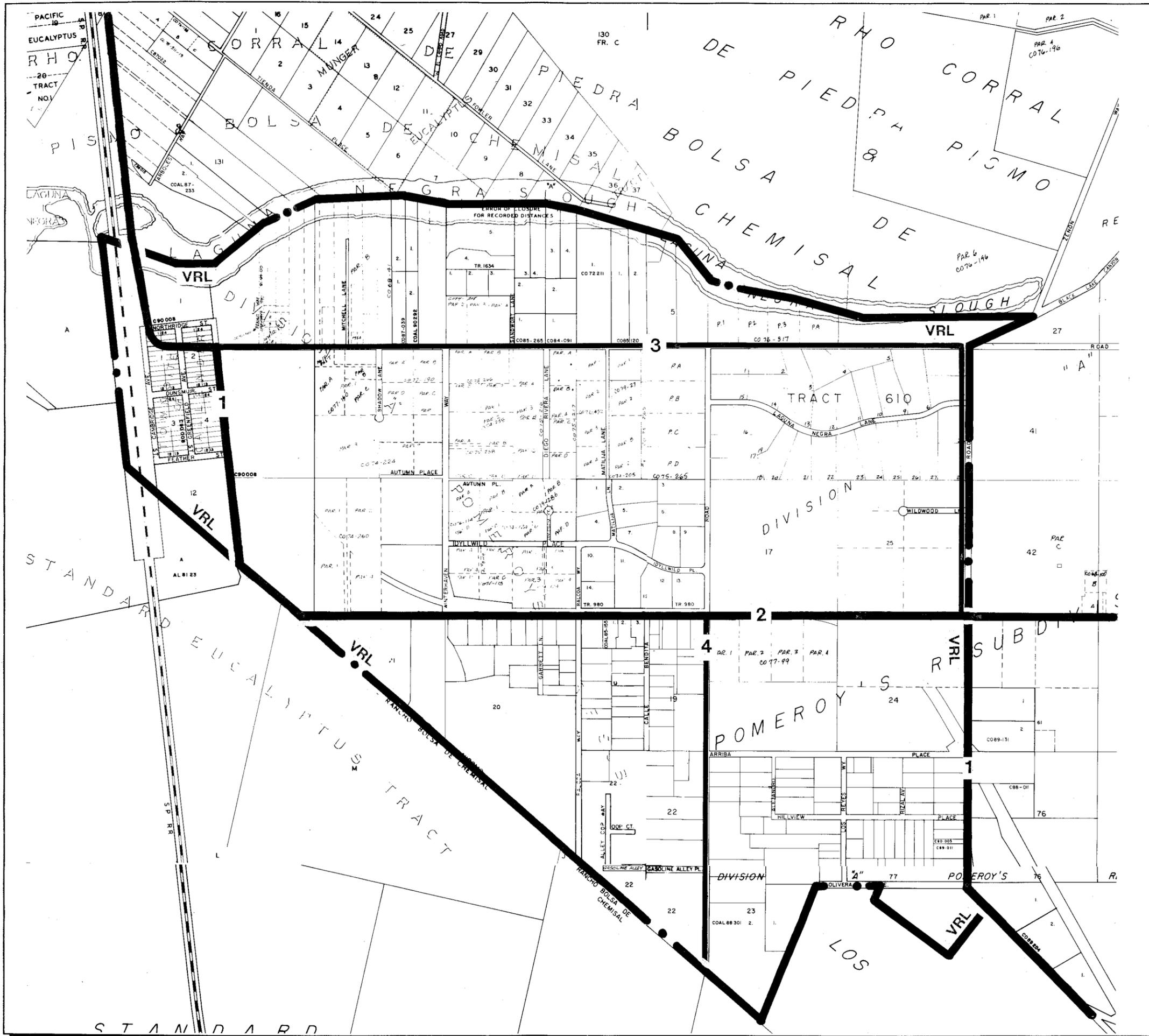


NOTE: This map is for reference purposes only. Official maps showing precise property lines and land use category boundaries are on file in the Planning Department.

Calender-Garrett

LAND USE CATEGORIES

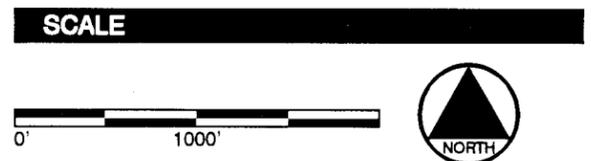
April 15, 1994 Map 6



LEGEND

CIRCULATION		
EXISTING	PROPOSED	
		Principal Arterial
		Arterial
		Collector
		Interchange

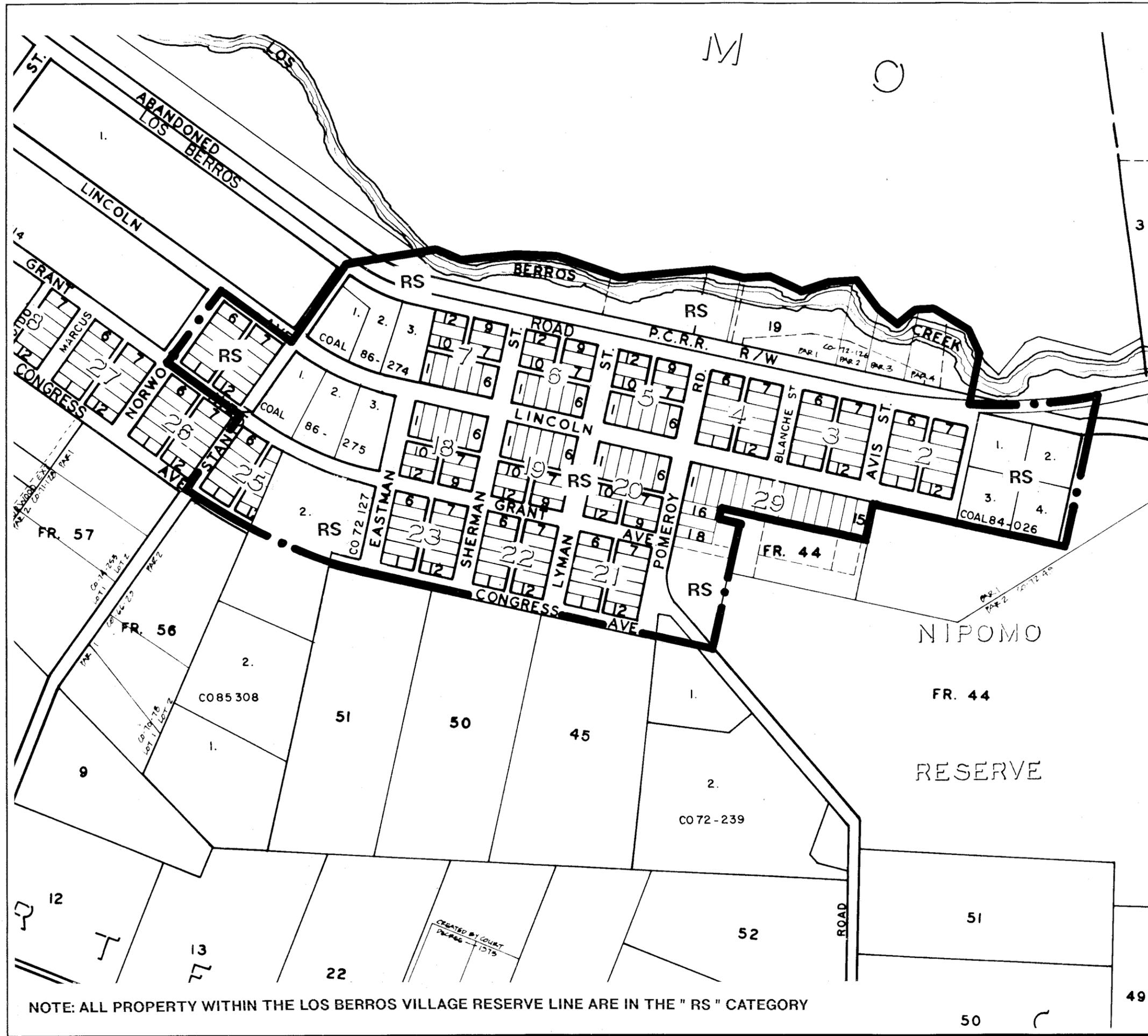
- ARTERIALS**
- Highway 1
 - Willow Rd.
- COLLECTORS**
- Callender Rd.
 - Sheridan Rd.



NOTE: This map represents official circulation information.

CALLENDER-GARRETT
CIRCULATION

April 15, 1994 Map 7



NOTE: ALL PROPERTY WITHIN THE LOS BERROS VILLAGE RESERVE LINE ARE IN THE "RS" CATEGORY

LEGEND

LAND USE CATEGORIES

AG	Agriculture
RL	Rural Lands
REC	Recreation
RR	Residential Rural
RS	Residential Suburban
RSF	Residential Single Family
RMF	Residential Multiple Family
O/P	Office & Professional
CR	Commercial Retail
CS	Commercial Service
IND	Industrial
PF	Public Facilities
OS	Open Space

BOUNDARIES

- Urban Reserve Line (URL)
- - - Urban Service Line (USL)
- · - · Village Reserve Line (VRL)
- ▬▬▬ Planning Area
- Central Business District

SCALE



NOTE: This map is for reference purposes only. Official maps showing precise property lines and land use category boundaries are on file in the Planning Department.

LOS BERROS

LAND USE CATEGORIES

April 15, 1994 Map 8

M C

LEGEND

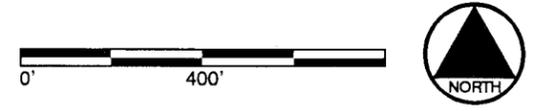
CIRCULATION

EXISTING	PROPOSED	
		Principal Arterial
		Arterial
		Collector
		Interchange

ARTERIALS
 1. Los Berros Rd.

COLLECTORS
 2. Pomeroy Rd.
 3. Stanton

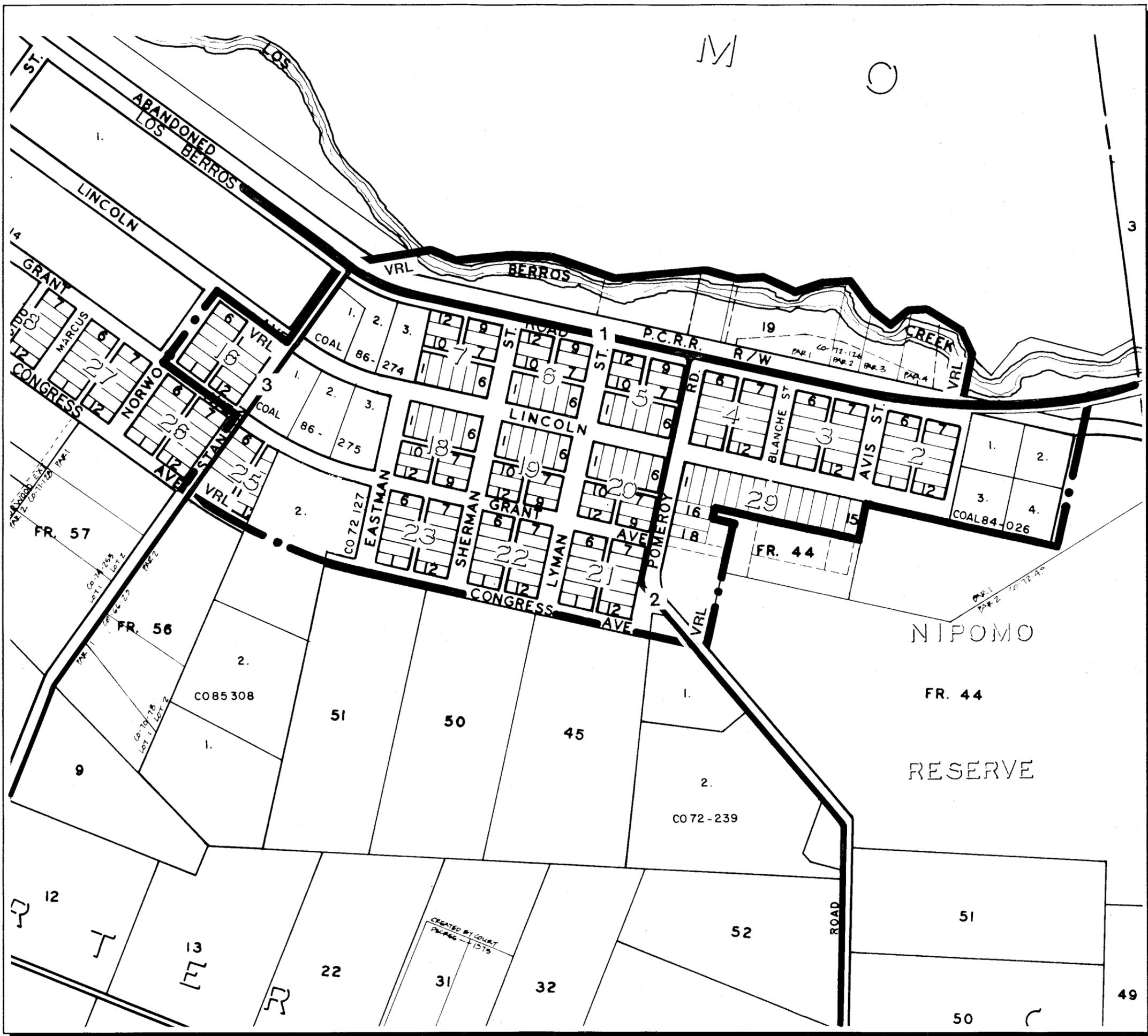
SCALE

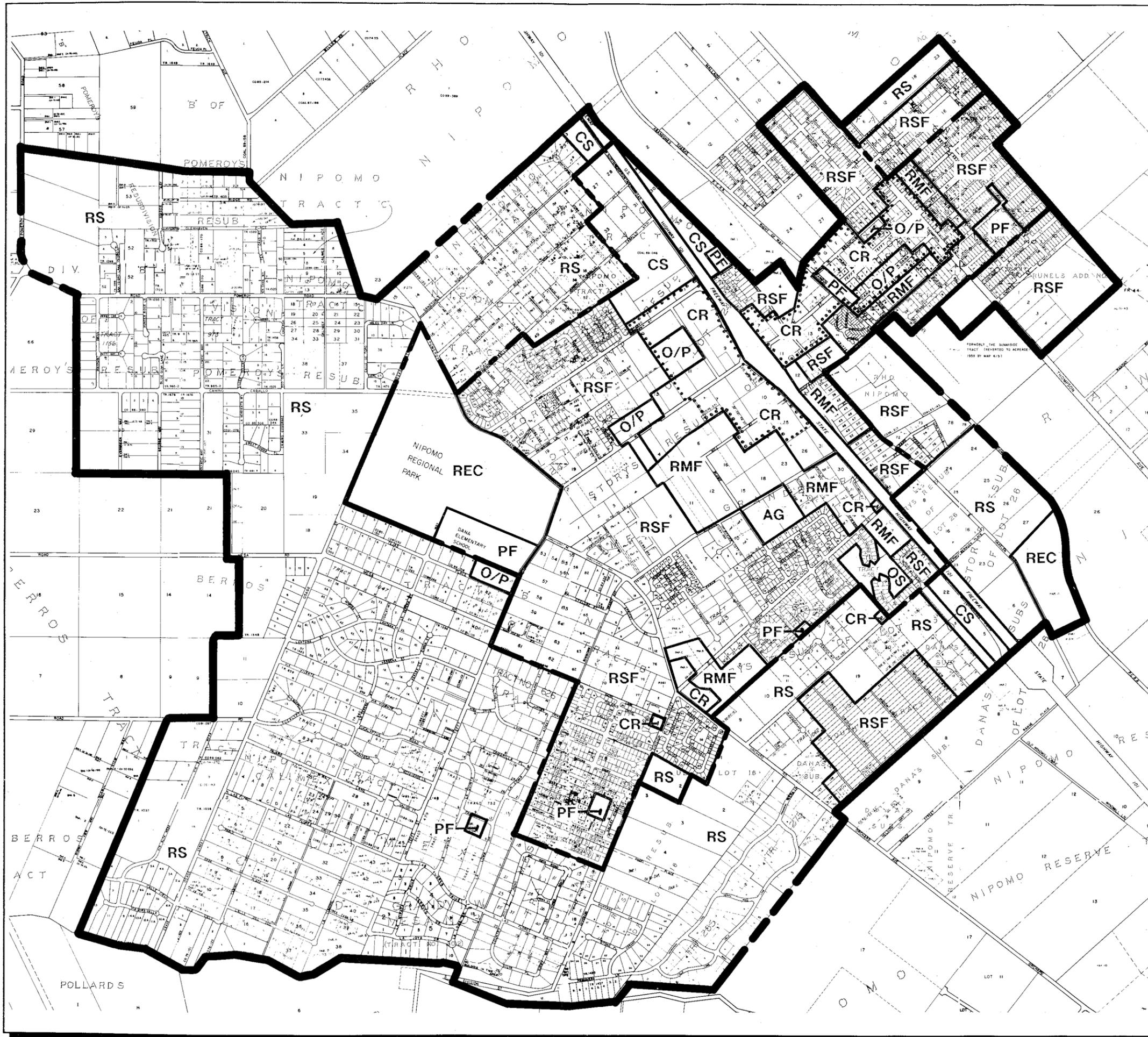


NOTE: This map represents official circulation information.

LOS BERROS
CIRCULATION

April 15, 1994 Map 9





LEGEND

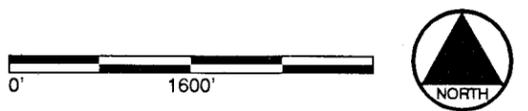
LAND USE CATEGORIES

- AG** Agriculture
- RL** Rural Lands
- REC** Recreation
- RR** Residential Rural
- RS** Residential Suburban
- RSF** Residential Single Family
- RMF** Residential Multiple Family
- O/P** Office & Professional
- CR** Commercial Retail
- CS** Commercial Service
- IND** Industrial
- PF** Public Facilities
- OS** Open Space

BOUNDARIES

- Urban Reserve Line (URL)
- Urban Service Line (USL)
- Village Reserve Line (VRL)
- Planning Area
- Central Business District

SCALE

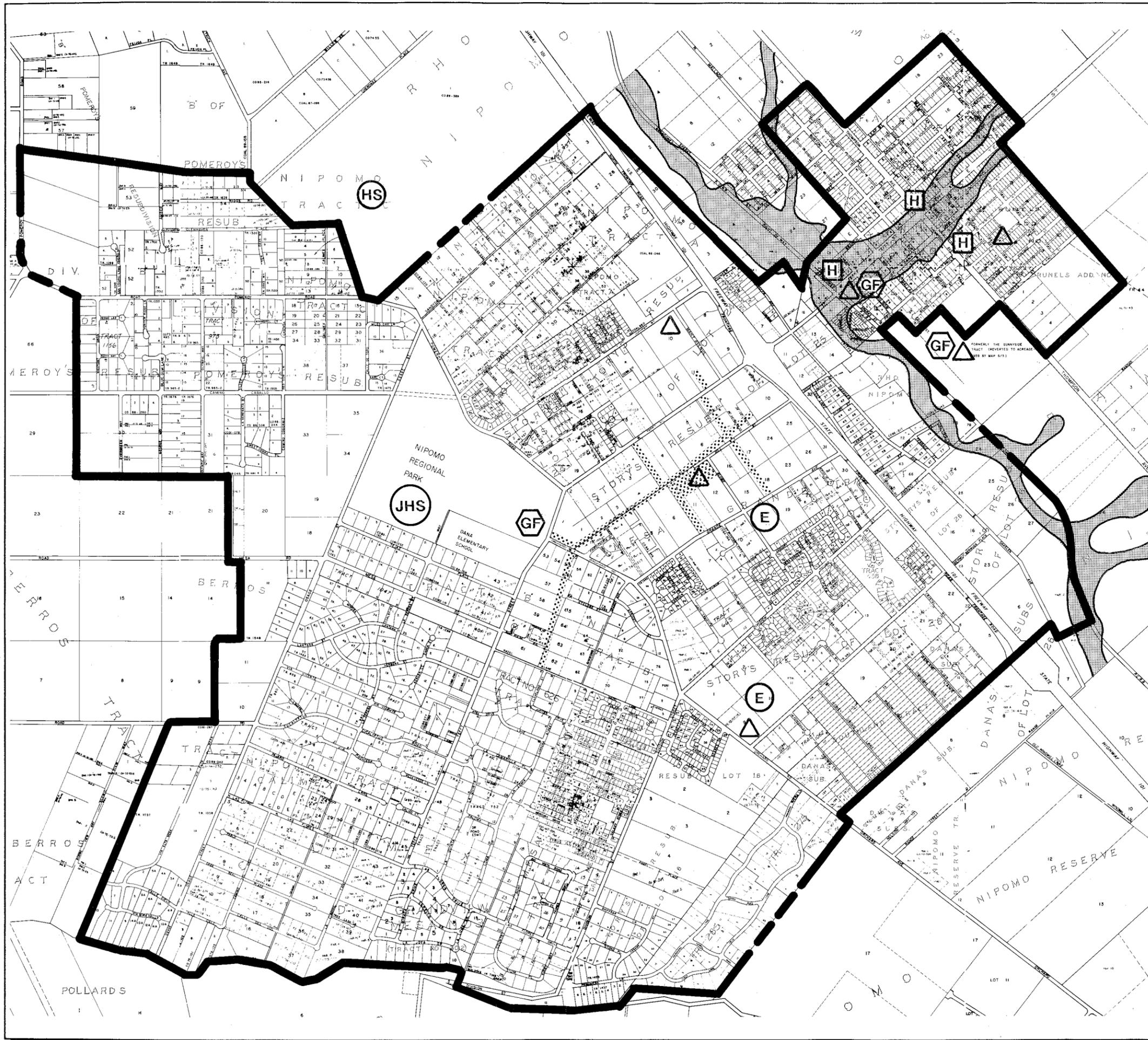


NOTE: This map is for reference purposes only. Official maps showing precise property lines and land use category boundaries are on file in the Planning Department.

NIPOMO

LAND USE CATEGORIES

1-9-97 Map 10



LEGEND

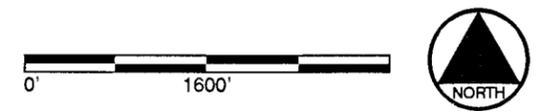
COMBINING DESIGNATIONS

[Empty Box]	AR	Airport Review Area
[Empty Box]	ARCH-SEN	Archaeologically Sensitive Area
[Empty Box]	GS	Geologic Study Area
[Hatched Box]	FH	Flood Hazard
[Box with H]	H	Historic
[Box with EX]	EX	Energy & Extractive Area
[Box with EX]	EX ₁	Extractive Area
[Box with LCP]	LCP	Local Coastal Plan
[Box with V]	V	Visitor Serving Area
[Box with SRA]	SRA	Sensitive Resource Area

PROPOSED PUBLIC FACILITIES

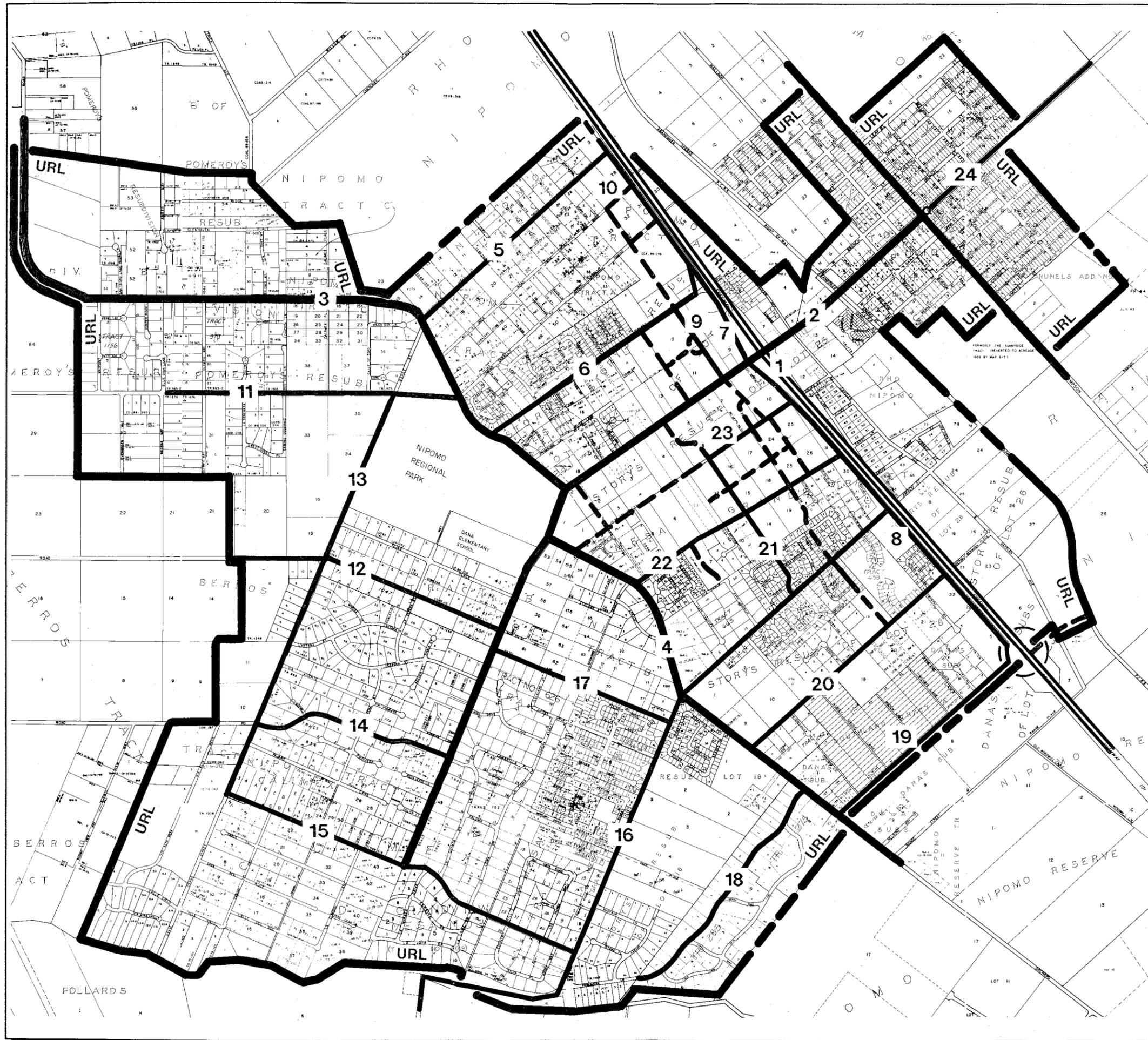
[Box with HS]	High School
[Box with JHS]	Jr. High School
[Box with E]	Elementary School
[Triangle with Dotted]	Park
[Star]	Police / Public Safety Facility Station
[Box with WT]	Water Treatment Facility
[Box with ST]	Sewage Treatment Facility
[Box with SW]	Solid Waste Facility
[Box with GF]	Government Facility
[Box with L]	Library

SCALE



NIPOMO
COMBINING DESIGNATIONS

April 15, 1994 Map 11



LEGEND

CIRCULATION

EXISTING	PROPOSED	
		Principal Arterial
		Arterial
		Collector
		Interchange

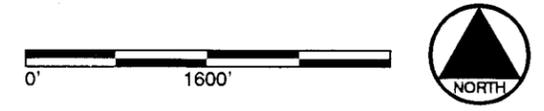
PRINCIPAL ARTERIAL
1. Highway 101

ARTERIALS
2. Tefft St.
3. Pomeroy Rd.
4. Orchard Rd.

COLLECTORS

5. Sandydale	15. Las Flores
6. Juniper	16. Division
7. North Frontage	17. Hazel
8. South Frontage	18. Prima Vera
9. Mary	19. Southland
10. Inga	20. Story
11. Camino Caballo	21. Blume
12. Mesa	22. Grande
13. Osage	23. Hill
14. Eucalyptus	24. Tefft

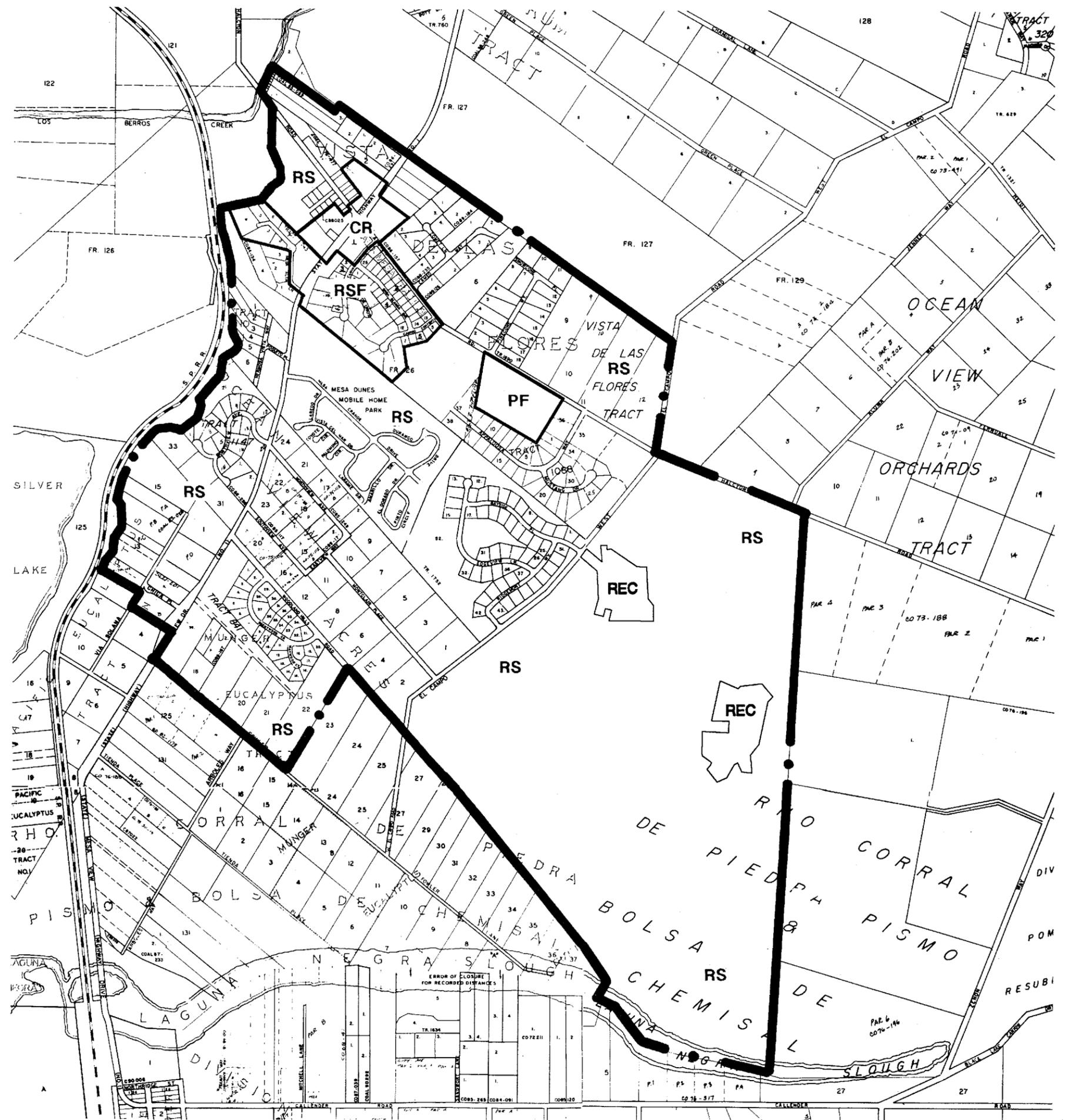
SCALE



NOTE: This map represents official circulation information.

NIPOMO CIRCULATION

April 15, 1994 Map 12



LEGEND

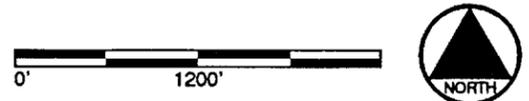
LAND USE CATEGORIES

- AG** Agriculture
- RL** Rural Lands
- REC** Recreation
- RR** Residential Rural
- RS** Residential Suburban
- RSF** Residential Single Family
- RMF** Residential Multiple Family
- O/P** Office & Professional
- CR** Commercial Retail
- CS** Commercial Service
- IND** Industrial
- PF** Public Facilities
- OS** Open Space

BOUNDARIES

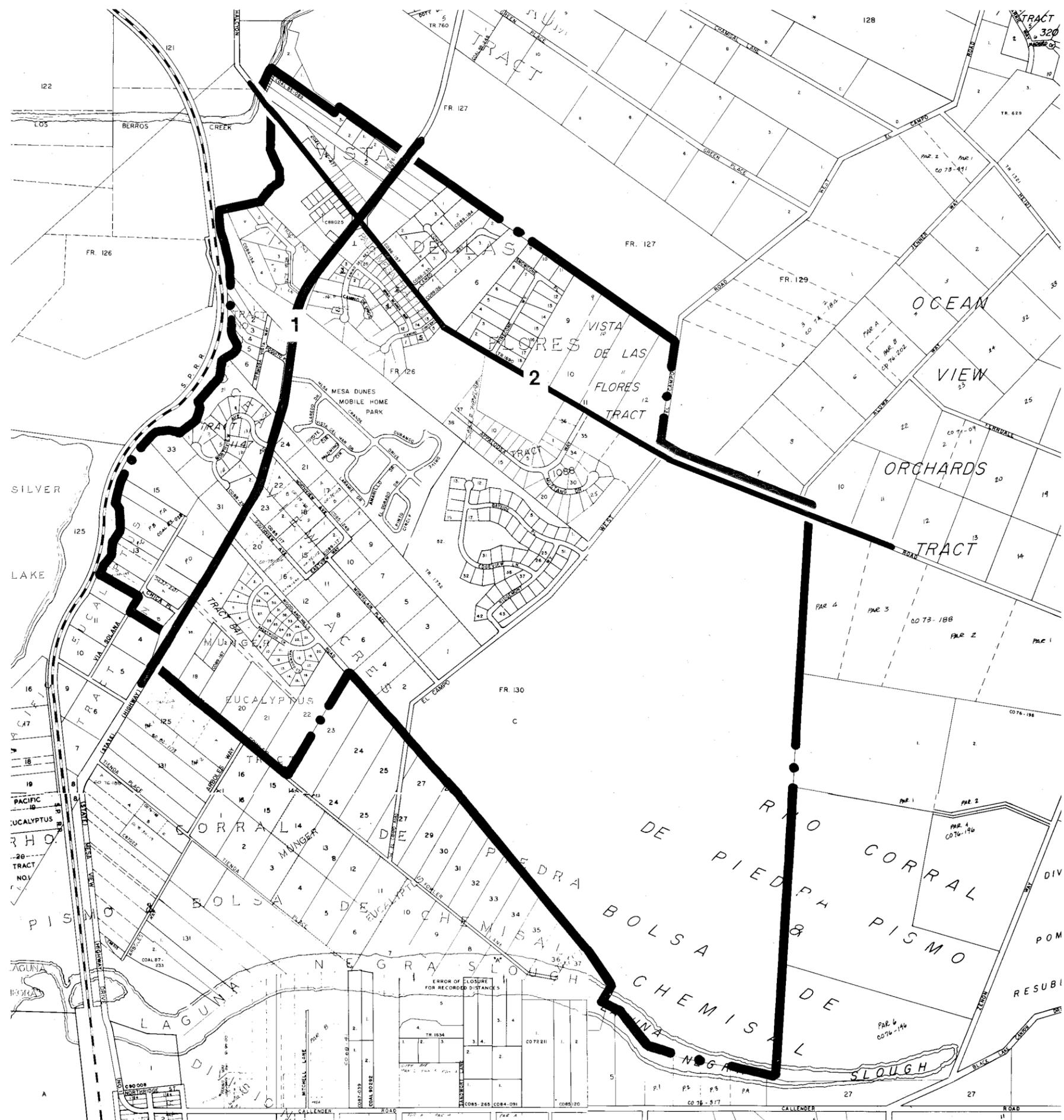
- Urban Reserve Line (URL)
- Urban Service Line (USL)
- Village Reserve Line (VRL)
- Planning Area
- Central Business District

SCALE



NOTE: This map is for reference purposes only. Official maps showing precise property lines and land use category boundaries are on file in the Planning Department.

PALO MESA
LAND USE CATEGORIES
 Revised 5 - 2 - 02 Map 13



LEGEND

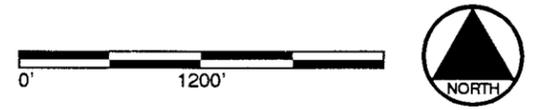
CIRCULATION

EXISTING	PROPOSED	
		Principal Arterial
		Arterial
		Collector
		Interchange

ARTERIALS
1. Highway 1 (Mesa View Dr.)

COLLECTORS
2. Halcyon Rd.

SCALE



NOTE: This map represents official circulation information.

**PALO MESA
CIRCULATION**

April 15, 1994 Map 14